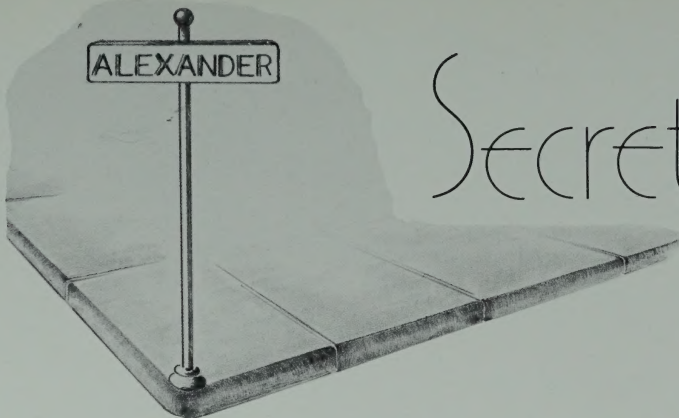


NORTH
CAROLINA

W. K. CREECH
DIV. 2

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Secretary's Corner



Jacob F. Alexander, Secretary
Department of Transportation

First, let me say that I am very proud of the record you are making for the Department of Transportation and this Administration that you and I serve.

Since assuming the post of Secretary of Transportation, I have watched with pride the work that this Department has accomplished, and I'm sure will continue to accomplish in the future.

1975 has been a good year – a record year – for the Department. Construction and road improvement contracts totaling more than 285 million dollars have been awarded this calendar year. This is more than thrice the amount of an average year.

Recently North Carolina received praise from Federal Highway Administration officials for the successful highway construction which has seen North Carolina climb nationally and now rank number seven among the states receiving federal highway construction funds. We formerly were 29th in the nation. This is an achievement we can all be proud of.

We have come a long way, but we still have not yet eliminated all the mistakes and all the unnecessary delays caused by inherent bureaucratic red tape. Yet, despite the human error factor and despite the red tape, I am convinced that we are building an exciting new era for transportation in North Carolina.

As we look toward a new year, I am certain that your continued hard work and professionalism will continue to make North Carolina a better place to live and travel in.

Yes, I'm proud of you and I salute your efforts!

Jake Alexander

JACOB F. ALEXANDER

North Carolina BYWAYS

Volume 1, Number 5
January, 1976

JAMES E. HOLSHOUSER, JR.
Governor

JACOB F. ALEXANDER
Secretary of Transportation

BOB CAMPBELL
Director, Information Services

About our Cover:

Our cover photo of a sunset over railroad tracks on North Carolina State University campus in Raleigh was photographed by Charles Jones.

To capture the mood of the lonely tracks, he used a 35mm Nikon, a number 25A red filter, and high speed ektachrome film at f:16 and 1/60th of a second.

On The Inside

BYWAYS STAFF

Gus Apsitis, Editor
Jean Dodd, Associate Editor
Laura Godfrey
Robbie Langenberg
Claudia Lipscomb
Bill Jones
Charles Jones

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To Our Readers:

Your BYWAYS magazine is due for some "face lifting" – and changes in format and content.

Starting with our next issue, BYWAYS will discontinue the Down Home Glimpses column and will concentrate on news stories and feature articles of broader interest to all DOT employees.

There are plans, however, to start a new monthly newsletter that will incorporate the old Down Home Glimpses column. We will keep you informed on this.

Meanwhile, our BYWAYS staff members want to thank all our readers and contributors, especially our field correspondents, for their support and contributions. We hope we will continue to receive your help, suggestions, and literary contributions in the future.

Sincerely,
Your BYWAYS Staff

BYWAYS is published quarterly by the Office of Information Services of the North Carolina Department of Transportation for employees of the Department. Address all correspondence to BYWAYS, Department of Transportation, P.O. Box 25201, Raleigh, North Carolina 27611.

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Bridge Design Wins Award

The North Carolina Department of Transportation (DOT) has received a Merit Award in the 1975 Portland Cement Association's bridge design competition for the design of the Robert W. Scott Bridge at Oriental in Pamlico County.

The design of the 1,700-foot structure over Smith Creek was one of only two bridges honored in a seven-state regional competition.

The award-winning bridge on Secondary Road 1308 was completed and opened to traffic just last December. It provides a highway link between the communities of Oriental and Arapahoe, and was designed by DOT engineers from the Structure Design Unit.

A panel of judges, in making their selection, noted that the high-level bridge over Smith Creek utilized precast, prestressed concrete girders with reinforced concrete deck and piers. The judges commented that the design was simple and direct and that it represented a successful attempt to design and build an economical bridge, having minimum maintenance requirements and blending with the natural beauty of the coastal setting.

The Portland Cement Association's awards program recognizes excellence in the structural

and architectural design of concrete bridges built in the states of Alabama, Georgia, Florida, Mississippi, North Carolina, South Carolina, and Tennessee. The objective of the program, by recognizing outstanding projects, is to encourage imagination and creative thought in the design of concrete bridges.

This year's top award went to the State of Tennessee.

The presentation of the award was made October 14 in Myrtle Beach, South Carolina, during the annual meeting of the Southeastern Association of State Highway and Transportation Officials. Accepting the award for the N. C. Department of Transportation was Landis M. Temple, Head of the Structure Design Unit. Observing the presentation and adding his own praise and congratulations was Secretary of Transportation J. F. Alexander.

In accepting the award, Temple noted, "While the project engineer for the Smith Creek bridge was R. V. Bennett, the credit belongs to the entire unit."

"To design and build a million dollar bridge takes team effort," concluded the structure design chief.



AWARD WINNING BRIDGE — Robert W. Scott Bridge at Oriental over Smith Creek in Pamlico County links the communities of Oriental and Arapahoe.

DOWN HOME GLIMPSES

A Statewide News Column for and about DOT employees

Right of Way

The secretaries in the Raleigh Central Office were presented a beautiful red rose bud arrangement for National Secretaries' Week. Many thanks to each of our bosses and associates for such a thoughtful contribution for our services.

Wade Bemis, son of Mrs. Ann Price, entered the U. S. Navy in May and has recently completed his boot training in Orlando, Florida. His next tour of duty will be in Memphis, Tennessee.

Dr. John E. Estes, Jr., son of Edith B. Estes with the Administrative Section, has recently returned to Chapel Hill to continue his research at the UNC School of Medicine. Dr. Estes and his wife, Susan, have resided in Chicago, Illinois, for the past two years where he was on the cancer research staff at St. Luke's Presbyterian Hospital and Susan was employed in the Chicago office of Governor Dan Walker. Another son, Darrell, is now associated as a staff pharmacist with the Reiger Medi-Save Division of Hillhaven Nursing Homes, Inc., located in Raleigh.

Mr. Harold Davis, Utility Agent, has recuperated from a poisonous snake bite he received on the leg recently. The copperhead was a baby, but loaded with venom. Harold got even with it and presented the victim to the doctor's son . . . Gene Franklin, R/W Agent, is now wearing shoes after removal of a spur from his toe . . . Edith Estes, secretary, has returned to work after six weeks' absence due to major surgery. We welcome each of these employees back and wish for them continued good health.

Congratulations to Mr. and Mrs. Rick Cleland who became the proud parents of a baby daughter on June 9. Rick is now ten feet tall!

We welcome the following new employees to our Central Right of Way Office: Mrs. Bebie Sahlin, Clerk-Steno (III), who replaced Mrs. Jean Byrd, appraisal secretary. Mrs. Byrd resigned to become a fulltime housewife and mother . . . Miss Jenia Loftin, Clerk-Typist (II), has joined our Central Filing Section . . . Mrs. Phyllis Yandle and Gerald Bennett, Agent Trainees; Alex M. Hall, Appraiser Trainee; and Mrs. Helen J. Smith, Clerk-Steno (III), Utility Section, have all recently joined our Raleigh staff.

We will miss Mr. Alex M. Hall, who just joined our Area Appraisal office. Alex will be leaving on August 8 to enter law school. Miss Sylvia Berry, secretary in our Utility Section, will also be leaving August 8 to begin a teaching career in Lynchburg, Virginia. Best of luck to both.

Mr. R. G. Gregory has transferred from Durham to our Area Negotiating Office on St. Mary's St. in Raleigh. Mr. Gregory was formerly Division R/W Agent in Durham . . . Mrs. Peggy Rose, former secretary with our Appraisal Section, has transferred to Planning and Research. Peggy was honored with a delicious covered dish luncheon given by the secretaries in the Central Office. We miss Peggy and wish her much success in her new position.

Congratulations to the following who have received promotions recently: Mrs. Bebie Sahlin from Clerk-Steno (III) to R/W Appraiser Trainee; Mrs. Gloria Silver from Clerk-Typist (II) to Clerk-Typist (III).

Mrs. Catherine Forrest, with our Filing Section, and her family have returned from a trip to Disney World and West Palm Beach, Fla.

Dot Hays and husband, Madi-

son, enjoyed attending Colonial Life & Accident Insurance Company's mini-convention in Williamsburg, Va. Dot's husband was honored with a lovely silver tray for his outstanding sales.

The following Right of Way Agents from the Central Office attended the Appraisal Course 1A at the University of North Carolina from July 13-25: Mrs. Connie F. Johnson, Rick Cleland, Tommy Cline, and John Williamson, Jr.

Mr. Robert Shore and Frank Gordon recently attended Appraisal Course IV for two weeks in Chicago, Illinois.

Mr. Ernie Melin, Raleigh Area Appraisal Office, recently attended Course IX in Newark, Delaware, which was sponsored by the America Institute of Real Estate Appraisers.

A two-day Orientation Class was held recently in Raleigh for 12 new Right of Way Agents throughout the State. Mr. Carl Acker, R/W Training Officer, was in charge of the class.

Division Ten

John W. Jones, Division Ten Office Manager, was honored by his fellow employees with a delightful steak dinner at the Stanly County Country Club on June 30, 1975.

Approximately ninety people gathered to share in the event and wish Mr. Jones a long and happy retirement.

C. C. McBryde, Division Engineer, served as master of ceremonies and presented Mr. Jones with gifts from personnel within the Division. Mr. Jones received a sports coat, stereo record player with tape deck and speakers, and an engraved plaque acknowledging his twenty-six years of dedicated service with the Department of Transportation.

CONTINUED ON PAGE 24


WHAT
ARE
THEY
LOOKING
AT?



LET'S SEE — Secretary of Transportation J. F. Alexander and his Administrative Assistant, Kay Patseavouras, examine Governor Holshouser's proclamation, declaring a "highway and transportation week". A reproduction of the proclamation appears on the right.

Governor's Transportation Week Proclamation

State of North Carolina

EXECUTIVE  DEPARTMENT

GOVERNOR JAMES E. HOLSHOUSER, JR.

WHEREAS, transportation services and facilities are vital to the social, environmental and economic well-being of all people and their institutions; and

WHEREAS, highways are an essential element of the transportation network which serves the needs of all people; and

WHEREAS, the transportation facilities which we now possess, and which we plan for the future, are the basic framework of our ultimate and continuing progress; and

WHEREAS, the week of September 21-27, 1975, has been designated as National Highway and Transportation Week throughout the 50 states;

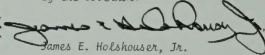
THEREFORE, I proclaim the week of September 21 - 27, 1975

HIGHWAY AND TRANSPORTATION WEEK IN NORTH CAROLINA

and call upon all citizens to observe the week with appropriate recognition of the essentiality of our transportation -- and the vital role of "Transportation, America's Lifelines" in the improvement and maintenance of the good life we enjoy in our State.



By the Governor:


James E. Holshouser, Jr.

Raleigh, North Carolina
September 19, 1975

The Legislators Speak

Senator J. J. "Monk" Harrington has just completed his 7th successive term in the General Assembly. He represents the 1st Senatorial District comprising his home county of Bertie and 13 other eastern North Carolina counties.

He owns Harrington Manufacturing Company in Lewiston, N. C., a firm which manufactures tobacco curing barns and other mechanical equipment. In 1963, his firm developed a hydraulic brush cutter, still in use today, designed to be mounted on a motor grader. The cutter is used for right-of-way clearing of heavy brush and small saplings. The cutter revolutionized the Division of Highway's maintenance program by mechanizing a task previously done by the tedious individual labor of prison inmates.

Senator Harrington was once again chairman of the Senate Transportation Committee during the 1975 General Assembly, as he has been for several previous legislative sessions. Senator Harrington felt that completion of the reorganization of the Department of Transportation was the 1975 General Assembly's primary transportation accomplishment. "I think we came out with an excellent reorganization bill," he says, "especially since we had to deal with the issue of the State Ports Authority. We had the backing of the Governor and DOT and by working together I think the General Assembly passed a good reorganization bill."

Senator Harrington also had high praise concerning DOT response following the collapse of the Yadkin River Bridge near Siloam last February. "I was particularly pleased with the fast reaction and good DOT assistance following the bridge's collapse. DOT and the General Assembly worked together effectively to earmark \$1.5 million dollars for bridge warning devices. This action is going to provide bridge signaling devices which will warn the public of any problems when they approach some of these narrow bridges which we have across the state . . . I think that it was an excellent reaction to an unexpected crisis on the part of DOT and the General Assembly."



Senator Harrington

Senator Harrington looked toward the 1976 General Assembly session, saying that "if the money situation improves, high priority should be given to bridge construction . . . bridges require so much money that construction of new bridges is going to have to be a long range program. However, I feel that some of the substandard western region bridges should be given first priority."

Senator Harrington also felt that the 1976 General Assembly will not be in a mood to entertain any new legislation unless it is extremely important and felt that the 1976 session will be primarily a budget session as originally planned.

Senator Harrington noted that the 14-member Secondary Roads Council is working very well with individual county commissioners throughout the state in regard to secondary roads. "I know our newspaper in my area published several notices of upcoming public meetings on road matters . . . today roads are so terribly expensive that the public cannot have all the roads that are really needed but I feel this will always be the case."

Senator Harrington is pleased that the 1975 General Assembly approved plans for the Swan Quarter-Ocracoke Ferry in Hyde County and also felt that there are many road programs of value now underway in Eastern North Carolina.

Although the 1976 General Assembly session is planned to last only 30 days, you can be sure that veteran legislator Monk Harrington will be prominently involved with transportation matters each day of the 1976 session.

NORTH CAROLINA RAILROADS

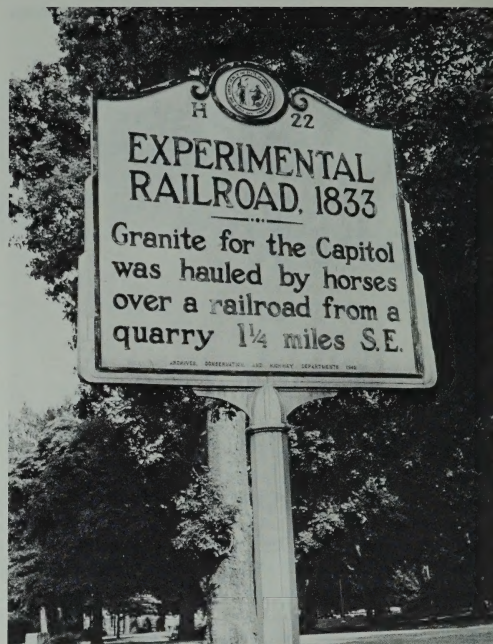
by Chris Larson

As our nation approaches its 200th birthday this year, North Carolinians might pause and reflect on the vital role which the two state-owned railroads have played in shaping much of the state's economic history. The North Carolina Railroad and the Atlantic and North Carolina Railroad today link North Carolina with the nation. Although there was a great interest in the early 1800's for building a state-financed and statewide railroad, a quick glance into the past will show that it was not until 1851 that construction of such a railroad was actually begun.

The idea for a railroad to link eastern North Carolina with the west was an idea born out of economic necessity. North Carolina found itself in the early 1800's falling behind other states in economic development as more and more people moved westward. For those who remained in North Carolina, the high cost of wagon transportation cut their profits on agricultural products sent out of the state. An 1815 legislative committee lamented . . . "Our agriculture is at a standstill; men are seeking a way to wealth through all devious paths of speculation . . ." The state helplessly watched its young native sons leaving North Carolina for states with better opportunities and better transportation.

In 1832, Dr. Joseph Caldwell, then President of the University of North Carolina at Chapel Hill, published a series of letters to the state's citizens in which he urged the establishment of a statewide railroad even before most citizens knew what a railroad was and several years before the first steam locomotive puffed across the tranquil countryside of South Carolina on the Charleston and Hamburg Railroad in 1836.

Through Caldwell's efforts and the efforts of other prominent North Carolinians, the idea for a railroad was planted in the minds of the people. Newspapers hailed the coming of an east-west railroad as an economic rebirth for the state. The state's leaders saw the railroad as the solution to the eternal problem of getting goods from the Piedmont to the coastal ports of Wilmington and Morehead City.



EXPERIMENTAL RAILROAD — This historic marker stands on State Capitol grounds in Raleigh as a reminder of a bygone era.

In 1833, a bill to construct a state-financed railroad from the coast of North Carolina to the Tennessee border was introduced. However, the legislature was dominated at that time by eastern landowners who were jealous of the Piedmont. They did not want to underwrite the cost of a railroad which they felt would benefit only the Piedmont and they quickly killed the bill.

But the same legislature did approve a charter authorizing the construction of the privately-owned Wilmington and Raleigh Railroad . . . giving its tacit approval to the railroad idea.

North Carolinians had their first real look at an operating railroad when, in 1833, the Raleigh and Rock Quarry Experimental Railroad was completed to haul rock from a quarry in east Raleigh to the site of the present state capitol building being constructed at that time. However, the railroad cars were not pulled by a steam engine but by mules. The economic viability of a railroad was proved to the North Carolinians who were stockholders in the Experimental Railroad. The two and a half mile road cost \$2,700 to build, paid ten cents on the dollar in profits during its first nine months, and twenty-five cents on the dollar in the next six.

In 1835 a new state constitution balanced the power of the east with the west and the race was on to get a state-financed east-west railroad constructed.

Enter on the scene John Motley Morehead, who took to the trail, in the 1840's, to drum up support for the east-west railroad. Morehead, along with Governor William Graham, laid the first mental spikes in the minds of legislators in advocating the creation of a true statewide and state-financed railroad.

In 1848, a bill was finally introduced to create the North Carolina Railroad. The fight over the bill was fierce. After meeting initial defeat in the House, the bill later passed that body and was sent to the Senate. There, the vote was split — 22 Whigs against 22 Democrats. Speaker of the Senate Calvin Graves cast the tie-breaking vote in favor of the Railroad, sacrificing his political career. He was never again elected to public office.

Thus, on July 11, 1851, in Greensboro, Calvin Graves turned over the first few spadefuls of dirt of what was to become the state's biggest and most important undertaking up to that time in the transportation field. John Motley Morehead was the road's first president. In a speech to the 1854 General Assembly, he stated that the railroad was destined to become the "tree of life" for all of North Carolina.

The last rails completing the railroad were laid in 1855. North Carolina finally had a transportation mode linking Goldsboro with Charlotte, a distance of 223 miles running through Greensboro and the Piedmont Crescent.

In 1858, another link in the state's railroad system was forged with the completion of the Atlantic and North Carolina Railroad. It connected Beaufort with Goldsboro and thus with the North Carolina Railroad.

During the civil war years, the North Carolina Railroad was a vital rail link in the Confederate war plan and loaned money to the struggling Confederacy.

Earlier, in 1854, construction had begun on the most ambitious portion of North Carolina's railroad system. The Western North Carolina Railroad, a private company, had begun work on a new route designed to be the final link in the east-west railroad system. The plan was to build a railroad line from Salisbury to Morganton, then to slightly west of Asheville, terminating at Paint Rock. After struggling to get the road constructed to near Old Fort, the Civil War intervened and halted construction. Then, in 1869, two company officials stole the railroad's four million dollars of bonds and the line sank into bankruptcy. Feeling obligated to do something, the Legislature authorized purchase of the line by the state for \$850,000, but state-financed construction on the railroad did not begin again until 1877.

The challenge to push the railroad over the steep mountain grades between Old Fort and Asheville was met, but it cost the state millions of dollars and many lives. The Railroad finally reached Asheville in 1880. The state, exhausted,

ceased construction there and later sold the Railroad to New York interests who completed it to Paint Rock.

Today, both the North Carolina Railroad and the Atlantic and North Carolina Railroad are leased to Southern Railway. The state retains a major portion of stock in the two railroads with private interests holding the rest. Much of the private stock has been handed down from father to son over the years. The current list of the two roads' stockholders features many of the prominent citizens of our state.

In the future, interest may be focused on the two railroads' rights-of-way for mass transit purposes. Only time will tell. But whatever the future holds, it's definite that North Carolina railroads, both public and privately owned, will play an integral part in the future economic growth of our state.



NORTH CAROLINA RAILROAD — Site of Company Shops of North Carolina Railroad in Burlington with abandoned train station in background.

Carpooling in Raleigh: Joint City-State Effort

In light of Governor James E. Holshouser's interest in conserving energy and in conserving state employees' paychecks, the Department of Transportation is reviving the State Employees' Carpool Program. This program is being developed in cooperation with a city-wide carpool program conducted by the City of Raleigh. It is hoped that each DOT employee will take advantage of this program.

Basically, the carpool program matches commuters who have similar home and work locations and work hours. Before a commuter can be matched, he/she must fill out a questionnaire which requests information on home and work address and work hours. If you have not received your questionnaire already, you should be receiving it in a few days.

Filling out a questionnaire does not obligate you in any way to join a carpool. If you indicate an interest in carpooling and receive a computer match list, you are not obligated to call anyone on the list. Because data from the questionnaires will also be used to plan city transportation services, it

is desirable that you complete the form even if you do not wish to carpool. Information on home and work destinations will indicate where bus routes can best serve the largest number of commuters. The data will also pinpoint where van or buspools have the greatest potential.

Carpooling offers you great savings. It can reduce your driving and parking costs by a half, two-thirds, three-fourths, or more, depending on the number of people in your carpool. Over the course of a year, these savings could easily total several hundred dollars.

Carpooling also offers you a more relaxed trip to and from work. You, personally, don't have to fight driving in city traffic as often and you can enjoy conversation with fellow riders. Carpooling also provides you with a means to conserve the nation's energy supplies.

The new carpool program will be a continuing one. New employees can receive match lists at any time and employees who change home or work location or work schedule can receive revised lists. New employees data will be collected on a yearly basis in order to keep the files up to date. Any questions or suggestions relating to the Raleigh carpooling program should be directed to Jim Lee, Department of Transportation Personnel office, extension 2984.

If you're a DOT employee working outside the Raleigh area, why not start your own carpooling program? If you have questions on how to get started, contact DOT's Mass Transit office. They have the expertise to help you.

What are Your Driving Costs?

If you drive your car an average of 10,000 miles a year, it's costing you \$1,831 or 18.3 cents a mile, reports T. Ed Pickard, Jr., President of the Carolina Motor Club.

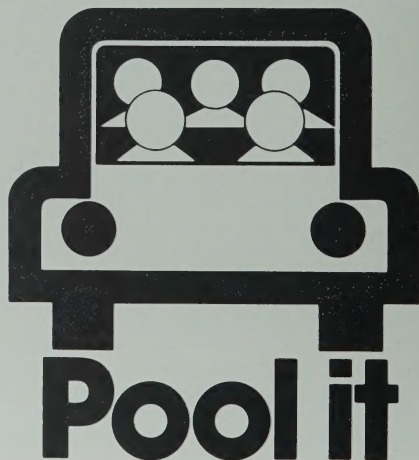
These figures were gleaned from the 1975-76 edition of "Your Driving Costs," published by the American Automobile Association.

This little booklet tells you how to figure operating costs for private passenger cars, allowances for cars used on company business, economy of compact cars, vacation travel costs, and gas-saving tips.

Pickard explained that your variable costs, such as gasoline and oil, tires, and maintenance cost you 6.45 cents per mile. Fixed costs, like fire and theft insurance, collision insurance, property damage and liability, license and registration, and depreciation cost you \$1,186.00 or \$3.25 per day.

Vacation expenditures for two people break down as follows: \$24 for meals, \$25 for lodging, \$5.00 for gas and oil for every 100 miles of travel, with the car averaging about 13 miles per gallon.

Free single copies are available at Carolina Motor Club offices in both states, or write Carolina Motor Club, P. O. Box 60, Charlotte, N. C. 28230.



THE MAKING OF A HIGHWAY PATROLMAN

Story by Jean Dodd

Photos by Bill Jones

What do you think about that North Carolina highway patrolman when he pulls you over for speeding?

Bet his dedication, honesty and the fact that he's protecting you and others traveling on state highways never enters your mind.

And did you ever think about what he's gone through to become a patrolman? His training program is extremely rigorous, and he's only accepted after being screened extensively.

Patrolmen receive their tough, but excellent

training at the Institute of Government, Division of the University of North Carolina, Chapel Hill. It's rated among the best in the nation and consequently turns out some of the nation's finest patrolmen.

That's understandable after checking out the caliber of the curriculum, instructors and students. The curriculum's thorough, the instructors are demanding and the students are hard-core.

Earlier this year, the Institute held its 60th Basic School. Qualifications even to be considered for



Pursuit driving is part of patrolman's training . . .

The Making of a Highway Patrolman (continued)

the school include a high school education, certain height and weight, excellent physical condition plus successful completion of intelligence and aptitude tests and extensive interviewing.

Thirty-seven chosen men struggled through the 15-week course, equivalent to approximately one year of college. They were drilled in numerous areas and taught the most practical techniques in handling different situations.

Classroom study concerned such subjects as law, taught by attorneys on the Institute's staff; the State Bureau of Investigation, Federal Bureau of Investigation and the Health Department discussed by guest speakers.

"Practical causes", like crowd and riot control, defensive tactics, fire arms and high-speed driving, were taught by experienced uniformed members of the patrol. These classes were physically strenuous. Students often found themselves bruised and sometimes even with broken bones.

Although crowd and riot control looked like a game of cops and robbers, the techniques and tear gas were very real. In defensive tactics, boxing matches lasted until blood was drawn. And

high-speed driving involved no dare-devil car tricks.

Students were required to pass their classes with a grade no lower than 70. Upon graduation, they were credited with 681 hours of study.

Stamina is what the students in basic school acquired. They must, in order to start their day on the physical training field at 5:30 a.m. and move on schedule until 10:00 p.m. when "lights out" comes. One trainee lost 47 pounds in five weeks. Another lost 22 pounds in six weeks.

When asked if they were ever discouraged throughout the training several students immediately answered "yes, and more than once." They agreed that during the period each man thought at some time about dropping out. But something made 37 out of an original class of 39 "stick with it".

While in training, the men received full wages of \$773 a month; they were furnished everything needed except personal items and during the last half of the session, were fitted and issued uniforms and equipment.

Molded from "jellos", as an instructor called them into highway patrolmen — those 37 joined the law officers of which North Carolina proudly boasts.

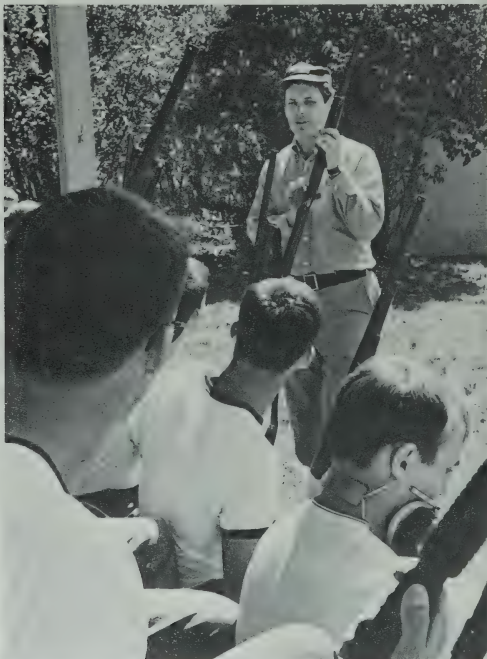
Each trooper reported to his assigned location (where a vacancy existed) after a few days leave and performed duties under the supervision of a senior patrolman for six weeks. Then the trooper was on his own upon the recommendation of his supervisor.

Unfortunately, patrolmen are destined to face a life of risks. Consolation for that, according to a member of the class was, "we've been taught the safest way to handle different situations. All we can do is use what we've learned. If we're going to die, we're going to."

Why does a man want this life? Because it is an honest, hard-earned career, to be respected and to be proud of, is the consensus. The fact that a student wanted "to follow in his father's footsteps" or "always wanted to be a highway patrolman" unconsciously shows such feelings about the person after whom he wants to pattern his life.

The Highway Patrol was created in 1929 to protect life on the highway system. Duties were to encompass providing collision investigation, traffic direction, controlling motor services for highway users and providing "ancillary services" (delivery of emergency blood, transport of rare medicines, emergency transportation of eyes and assistance in snow storms, floods, etc.).

At present, there are 1,181 state highway patrolmen in North Carolina. The institute will not hold another training session until vacancies occur.



**Firearms instruction
a must . . .**

The Making of a Highway Patrolman (continued)



Riot training and physical conditioning . . .



And Finally, Graduation Day . . .

Do You Know Your Retirement Benefits?

RETIREMENT BENEFITS INCREASED

New employee contribution rates to the State Employees' Retirement System based on salaries and wages earned after July 1, 1975, have been adopted by the 1975 Session of the General Assembly. Other changes effective July 1, 1975, to provide increased benefits for you have also been adopted by the General Assembly. The following is a summary:

	New Provisions Effective 7/1/75	Old Provisions
(1) Employee contributions	6% of your salary	5% of your salary on first \$5600; 6% above \$5600
(2) Calculation of average final salary used to calculate retirement benefit formula rate	The average of your four consecutive years in which you received your highest annual salary	The average of your five consecutive years, in which you received your highest annual salary
(3) Retirement benefit formula rate	1½% of your average final salary	1¼% on first \$5600 of your average final salary, 1½% above \$5600

EXAMPLE: N. C. Tarheel is 65 years of age and has had 30 years of creditable service with the State. His five years of highest consecutive salary are:

1	\$ 8,000.00
2	10,000.00
3	11,000.00
4	12,000.00
5	12,000.00

His basic retirement benefit would be calculated as follows:

	New Provisions Effective 7/1/75	Old Provisions
Total applicable salary	\$45,000.00 (4 yrs.)	\$53,000.00 (5 yrs.)
Average final salary	\$11,250.00	\$10,000.00
Earning Factor:		
\$5,600 @ 1.25%	\$ 0.00	\$ 70.00
(old provisions only)		
Balance @ 1.5%	168.75	75.00
Total	\$ 168.75	\$ 145.00
Annual benefit (multiply by 30 years service)	\$ 5,062.50	\$ 4,350.00
Monthly benefit (divide by 12)	\$ 421.88	\$ 362.50

Right of Way Man of the Year

The American Right of Way Association has presented its Calvin J. Hager Memorial Award, "Right of Way Man of the Year," to C. J. (Jack) Baldwin of Cary.

The presentation took place at the Association's North-South Carolina Chapter fall seminar in Raleigh, October 31-November 1.

Baldwin, assistant state negotiator for the North Carolina Department of Transportation (DOT), has worked in the Right of Way Branch for 18 years. "He is known for his outstanding service in his profession and to the Association," said Carl Acker, N. C. DOT Right of Way Training Officer.

A native of Franklin, Baldwin is married to the former Sue Williams also of Franklin. They have two children.

The American Right of Way Association is an international, professional organization made up of members affiliated with the right of way profession.



C. J. BALDWIN

Retirement Benefits... (continued)

Also, if you are a full-time employee of DOT who was previously inadvertently classified as a temporary employee, you can now purchase retroactive retirement benefits as if you had been a full-time employee all along. To obtain such coverage, you must make a lump sum contribution to your retirement fund according to the amount which would have been deducted from your paycheck if you had been properly classified as a permanent employee. You must also pay the appropriate amount of compounded interest for the time period you are purchasing. After making your contribution, DOT matches your amount with an employer's contribution. Application for retroactive coverage should be made by contacting Mrs. Betty Horton, Personnel Office, Department of Transportation, P. O. Box 25201, Raleigh, N. C. 27611.

Retired DOT employees also have received improved benefits. Effective July 1, 1975, all retired members and beneficiaries on the retirement rolls as of July 1, 1974, received an 8% cost-of-living increase in their retirement checks. There is also a guaranteed maximum 8% increase in 1976 for all members and beneficiaries on the retirement rolls as of July 1, 1975, if the Consumer Price Index is again 8% or greater.

Increased Disability Benefit to Members who Retired Prior to July 1, 1975 — Members receiving disability retirement benefits prior to July 1, 1963, shall have benefits increased by one percent (1%) for each year by which the member retired prior to age 65. The monthly benefits to members who commenced receiving disability benefits after June 30, 1963, and before July 1, 1971, have been increased by 5%.

Changes in Health Benefits — Active and Retired Members Hospital-Medical Coverage for Retired Members Under Age 65 (and their Dependents) — Effective October 1, 1975, the retired teachers and State employees under age 65 receiving monthly retirement benefits from any retirement system supported in whole or part by contributions of the State of North Carolina will be eligible for the same coverage with North Carolina Blue Cross and Blue Shield, Inc. at the same rates as active employees. The State, however, will not be paying any matching contributions for retired members.

Effective October 1, 1975, the monthly cost for employee's Blue Cross Blue Shield coverage will increase from \$13.00 to \$16.50. As is the case currently, the State will continue to pay such premiums for members. The cost of dependent coverage will also increase effective that date. Members will be expected to pay dependent coverage at the increased rates as of the effective date. This increase is a result of the continued rising costs of providing for hospital and medical health care.

The Disability Salary Continuation Plan will continue to remain in effect under the provisions instituted when the Plan was inaugurated several years ago. While the method of funding has been amended, such change will have no effect on employees eligible to participate in this Plan. Claims for disabilities occurring in the future should be submitted as in the past.

Joint Project Saves Money

by Deborah Haeffele

The North Carolina Department of Transportation (DOT) and the North Carolina Department of Corrections (DOC) are projecting savings of \$80 to \$100 thousand annually for the State and the taxpayers with the Sign Reclaiming Plant (SRP) designed by Mr. Harold C. Rhudy, Manager of Traffic Engineering of DOT and Mr. Lawrence B. Powell, Director of Prison Enterprises.

SRP is the first known, complete sign reclaiming system of this type. It transforms dented, bullet holed, paint cracked, and surface damaged signs into reusable aluminum sheets for new signs. There are three machines in the SRP, which cost a total of \$75,000.00; a "sign straightener," a "metal shear," and a "two-head top sander."

In the past several years, aluminum sheets have risen in cost from 42¢ to 65¢ per pound. The DOT places orders for signs as required with Prison Enterprises. Prison Enterprises purchases about 700,000 lbs. of new aluminum annually to make signs for the DOT. The DOT has been paying for new aluminum, sign face material, labor, and operating expenses.

Today, the DOT sells back to DOC about 350,000 lbs. of the damaged aluminum signs at 14¢/lb. DOC now buys only about 350,000 lbs. of new metal to fill the DOT orders.

Damaged signs are received, sorted and stacked according to thickness, shape and size outside the SRP building in the Central Prison Complex at Raleigh, North Carolina. Prison inmates operate the machines, put the signs through the straightener which flattens the damaged signs.

Signs still unusable after being straightened are cut by the metal shear into the largest possible usable shapes with damaged sections removed. Flattened and sheared signs are then fed through the sander which removes the old face and produces an etched finish.

Signs then go to the sign fabrication shop where any necessary corner rounding and bolt hole punching is performed. The blank signs are then given a hot water bath to remove foreign matter. The "clean" blanks are given a conversion coating to protect them from streaking and corrosion. The sign face material and copy are applied. Signs are then baked or dried in ovens, packaged and shipped.

Presently about 84 percent of the damaged material is being recycled. Aluminum scrap from this process is sold as surplus property on sealed bids. The dust accumulated from the sander is gathered by a dust collector and is used to fill holes in a back lot.

The machines meet OSHA (Occupational Safety and Health Act) requirements and the manufacturer installed, demonstrated, and left them in satisfactory operating condition with a year's guarantee. This plant requires one supervisor and eight inmates to perform the sign refurbishing.

Specifications of the machines are:

SIGN STRAIGHTENER

Sign straightener consists of two 60" roller conveyers before and after the straightening unit. Signs are rolled over the conveyer by the operator, and pulled by 4" pinch rollers into the inner unit where seven straightening rolls eliminate dents. This portable unit has a guard system to protect operators' fingers and hands.

Capacity: .030" to .125" thickness and 1" to 60" wide metal sheets.

METAL SHEAR

Metal shear contains a 36" power back gauge for measuring the size of the blank to be cut.

Capacity: Up to .250" thick metal sheet. Up to 12 feet wide metal sheet.

TWO HEAD TOP SANDER

Sander removes the sign face from 6061 — T6 aluminum grade (alloy). It has conveyer type, spring loaded, double infeed and outfeed rolls which hold down the sheet as it passes through the machine.

There are two grinding heads driven by two 50 hp. motors. Two grinding belts, one with a coarse finish (36 grit) and one with a fine finish (80 grit), rotate around the sanding rollers.

The "air tension" equipment allows for "abrasive belt stretch" and "automatic tracking" to keep the belts properly aligned.

An automatic cut off switch stops the machine if a belt breaks or misaligns.

Capacity: From .032" to .125" thick and up to 48" wide metal sheets.

DUST COLLECTOR

Dust collector has a 5,600 cubic feet per minute volume capacity.

Rhudy and Powell found various versions of the SRP in the Eastern United States. Some used a "wet" or chemical treatment where signs are dipped in chemicals that loosen the face and the surface is then scrubbed clean. This method was found to be slow, difficult to work with, and potentially harmful to the environment.

"Eliminating chemical wastes from the wet system is almost impossible to dispose of," observed Powell.

CONTINUED ON PAGE 18

SHOOTINGS AND FIRE KILL THREE TROOPERS

Three veteran North Carolina State Highway Patrol members met violent deaths in September. Two troopers were fatally shot while conducting routine investigations and a patrol officer died in a fire.

Patrolman G. T. 'Tom' Davis of Windsor was shot and killed on September 2 when he stopped a car whose occupants had been involved in a bank robbery only moments earlier. Three suspects were taken into custody for the slaying of Trooper Davis and were also charged with robbing Branch Banking and Trust in Jamesville. Trooper Davis, 49, who had been with the patrol 28 years, was the first highway patrolman to be fatally shot in line of duty in North Carolina this year. Surviving are his widow, Mrs. Irene Scott Davis, and two sons, Tommy and Billy.

Two weeks later, Patrolman Hugh R. Griffin from Burgaw, a 22-year veteran with the patrol, was fatally wounded while conducting an investigation on a car he suspected was stolen. Two men have been charged with his murder and also with the murder of a Wilmington shoe store operator. The 44-year old trooper was married to Eula Mae Griffin and was the father of three children: Hugh Griffin, Jr.; Susan Griffin and William Griffin.

Lt. Roy C. Duncan died in a fire that engulfed his two-story home in Hickory on September 20. Lt. Duncan was alone in the house at the time of the blaze. His wife was visiting relatives in another city. Duncan, 59, a district commander for the 13-county F Area was a 23-year veteran of the patrol. Arson was not indicated although the cause of the fire remains unknown. He is survived by his wife, Ruby Harris Duncan and three children: Rebecca Woodcock of Raleigh; Roy Charles Duncan, Jr. also of Raleigh and James M. Duncan of Greensboro.

The deaths of Troopers Davis and Griffin bring the total of patrolmen fatally shot to 13 since the Patrol was formed in 1929. Six of those murders have occurred in the past three years.

To provide added protection to patrolmen on duty, Highway Patrol Commander, Col. E. W. Jones, has directed troopers to begin using their public address systems "under certain conditions and at their discretion to direct motorists to exit from their vehicles."

Jones expects this method to raise some complaints from embarrassed motorists but adds, "we had rather investigate complaints than bury our dead."

**Patrolman
G. T. "Tom"
Davis**

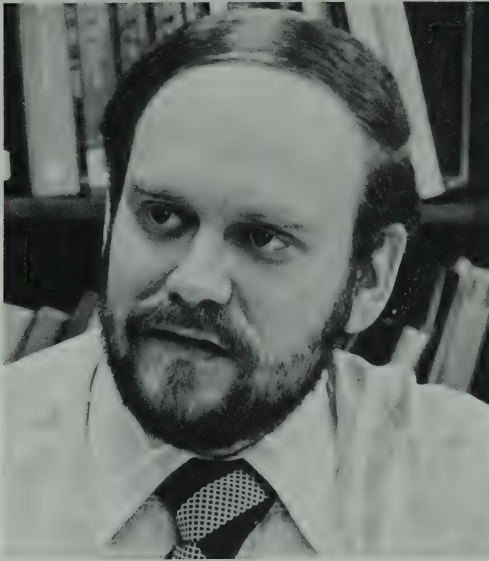


**Patrolman
Hugh R.
Griffin**



**Lieutenant
Roy C.
Duncan**





Curtis B. Yates

AN INTRODUCTION

The North Carolina Bicycle Program was initiated within the Department of Transportation, Office of the Assistant Secretary for Planning, in January 1974. The 1974 Session of the North Carolina General Assembly passed landmark bicycle legislation, the North Carolina Bicycle and Bikeway Act, which set the stage for and led the nation in statewide bicycle programming. Having authority over the bicycle, the Department of Transportation was mandated with full bicycle program responsibilities and charged with assistance to local areas.

Interest and involvement have been monumental over the last one and a half years. Local areas from the largest cities to small communities and rural counties have initiated some degree of bicycle programming. A statewide symposium in the Fall of '74 drew over 300 representatives from throughout North Carolina.

The Bicycle Program staff has spent the majority of its time developing technical tools for bicycle programming and providing technical assistance. In October 1974, the Bicycle Advisory Committee was appointed to provide full representation for the bicycling citizenry of North Carolina and advise the DOT Secretary on their needs and desires.

Even with the lack of specific bicycle program funds for local areas, the State has accomplished much in making North Carolina a better place to bicycle.

Curtis B. Yates
Bicycle Coordinator

DOT's Bike Program *The Return O*

By William L. Flournoy, Jr., Chairman,

The bicycle is not a toy. In fact, it is the most energy efficient means of human transportation, measured in calories, that is.

Even so, throughout history the bicyclist and his needs have not been accommodated. Around the turn of the century he was in the minority seeking all-weather road surfaces, while the horse powered interests were in opposition and dominated the scene.

Then, America began its love affair with the automobile, and for the next three quarters of a century the U. S. was to build more roads than any other country in the world, with North Carolina leading the nation. Ironically, the bicycle was to be crowded off the paved roads it had initiated, by the automobile which was propelling the U. S. to a position of world leadership.

Over the past decade the pendulum has begun to swing again. First, the Federal Highway Administration (FHWA) approved the expenditure of a small amount of highway tax revenues for pilot projects in bikeway planning and implementation. In 1971 the FHWA promoted the inclusion of bikeway planning and construction within ongoing highway projects of improvement, relocation, and new construction. Then in the Federal Highway Act of 1973 Congress allowed states to utilize up to two million dollars a year of their federal highway tax revenues for bikeway projects.

In 1974 the North Carolina General Assembly mandated the establishment of a "Bicycle Program" within the Department of Transportation. Also, in 1974 the first N. C. Bicycle Advisory Committee was appointed to assist in the activities of the Bicycle Program, as well as to advise the Secretary on how the bicycle could best be accommodated.

Since its appointment the Bicycle Advisory Committee has been meeting monthly in an effort to fulfill its mandate from the Secretary. This has been a slow and tedious process for many reasons. Unlike the Board of Transportation, the Committee did not inherit a niche within the existing system.

There were no channels of communication, no organized constituencies, no vested interest groups, and there was no visibility of the Bicycle Program within DOT. Also, there were no bikeway construction standards, no statewide policies, no

The Bicycle

North Carolina Bicycle Advisory Committee

existing or ongoing construction or safety programs, and there were no state highway tax revenues available for bikeway projects.

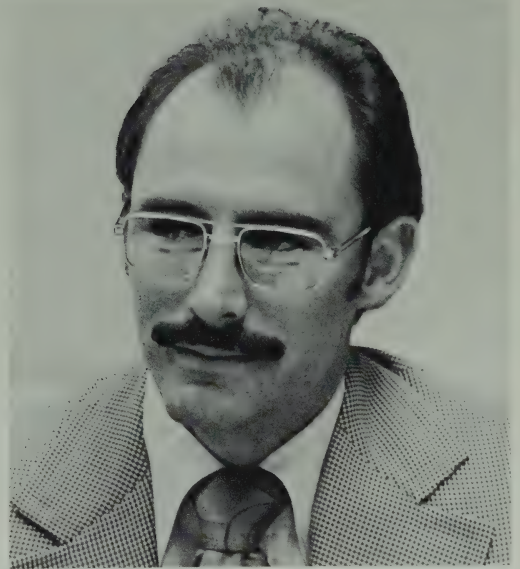
Now almost a year later there is little physical evidence of much progress. The Bicycle Committee has been working primarily on visibility, organization, and self-education. In order to be utilized by the citizens the Committee must be visible; in order to accomplish its goals it must be organized; and in order to be effective the Committee must know the system — its workings within — and the needs of North Carolina cyclists. All of these activities take time.

On the other hand, the Bicycle Program has been more productive. The program has been very busy in its role of technical advisor to the state and localities, has coordinated the production of a handbook for bikeway implementation in North Carolina, has put together a bicycle resources library, has been working on bicycle safety and education projects, and generally has become more internalized into the operation of the DOT.

There are bright spots on the horizon for both the bicycle committee and program. A new federal law requires all existing and future railway abandonments to be evaluated for their potential as bikeways by the U. S. Secretary of Transportation. New standards are being developed at the federal level which will establish how bikeways are to be incorporated into highway projects. Since only eight states had more bicycle deaths in 1974 than North Carolina, bicycle safety measures are top priority of the Committee.

Coordination with the Governor's Highway Safety Program should generate bicycle safety education spots for distribution through local TV stations in the near future. Preliminary work is being done on a State bikeway system which should be mapped and promoted in phases over the next several years. Numerous local governments are allocating funds for local bikeway projects, and are hoping for state matching funds in the future.

The foundation is being laid for the timely operation of a matching grant and design review program to be implemented as soon as state funds become available. And, a response is expected soon on two resolutions from the committee to Secretary J. F. Alexander which may lead to



William L. Flournoy, Jr.

the first official policy statements from the Board of Transportation dealing with bicycle issues: 1) the elimination of parallel drainage grates (which are a severe safety hazard to bicyclists), and 2) the inclusion of bikeways in urban areawide transportation plans.

Also, recent work with the Attorney General's Office and the Highway Patrol should yield more consistent enforcement of the State's highway laws as they relate to the bicyclist. Thus it can be seen that there are a great number of activities and projects yet to be completed, begun, or even conceived.

North Carolina was recognized as a national leader in 1974 when the Bicycle Program was created and placed within the Department of Transportation, and even today North Carolina is one of the few states with a Bicycle Committee. So far progress has been slow, but it has had to be slow while appropriate adjustments were being made to the existing system to allow bicycle considerations to be made in the decision-making processes.

Considering the present lack of state funds for bikeway construction, the Bicycle Program/Bicycle Committee combination seems to be working well. The Committee has brought a degree of energy and expertise to the DOT which has acted and will continue to act as a catalyst to bring about certain changes which are predictable and eminent.

The future looks bright for North Carolina's leadership role in transportation and the Bicycle Advisory Committee hopes to continue its progress toward a top-notch bicycling environment for all North Carolinians and their visitors.

SAVES MONEY (continued from page 14)

Do they foresee widespread usage of this system?

Numerous inquiries have already been made, they reported. "We've been told two other states have already bought it," said Mr. Powell, "although we haven't been informed directly."

Improvements to SRP are about to be made. The hole punch and corner punch press will be removed from the sign fabrication shop and placed in the assembly line so new aluminum may be also processed with the recycled sheets.

Improvements are anticipated for the shearing step also. The 16 percent "loss" of metal to scrap will decrease to what Powell termed "a more acceptable figure" by salvaging more metal through closer cutting.

Rhudy and Powell gave the following "guesstimate" on savings:

About 700,000 lbs. of aluminum is needed annually to provide the state with an adequate supply of signs. New aluminum costs 65¢ per lb. A projected 350,000 lbs. is sent back annually to be replaced.

They assumed a high loss of 25 percent compared to the present estimate of 16 percent. Then, 75 percent of 350,000 lbs. or about 262,500 lbs. is salvageable aluminum.

If stripping costs as much as 15¢/lb., the total cost is \$39,375.00

700,000	lbs. of new aluminum needed annually
350,000	lbs. returned for recycling
350,000	lbs.
×	14¢ cost per lbs.
\$ 49,000	total cost of repurchased signs

75 percent of 350,000 or 262,500 lbs. is salvageable aluminum.

262,500	lbs.
×	15¢ stripping costs
\$ 39,375	cost of recycling

\$49,000.00
+ \$39,375.00
\$88,375.00 total recycling costs to DOC

Comparatively, 262,500 lbs. of new aluminum at 65¢/lb. would be \$170,625.00 without considering the additional labor and operating expenses.

87,500	lbs. of scrap aluminum not recyclable
×	15¢ estimated resale price of scrap aluminum
\$ 13,525	income to DOC

\$170,625.00	costs of new aluminum
- 88,375.00	costs of recycling
\$ 82,250.00	
+ \$ 13,525.00	
\$ 95,775.00	approximate state savings

Reward Offered

Destruction of highway signs in Ashe and Watauga Counties has prompted Secretary of Transportation J. F. Alexander to announce a \$500 reward for information leading to the arrest and conviction of those responsible.

On Halloween night stop signs, speed limit signs, and other traffic signs were damaged and destroyed along NC 88 in Ashe-Watauga Counties and along Laurel Road (Secondary Road 1511) and George Hayes Road (Secondary Road 1514) in Watauga County.

Secretary Alexander's announcement follows action by N. C. Board of Transportation which authorized the Secretary to offer the reward for information leading to the arrest and conviction of person(s) responsible for willfully destructing, defacing, damaging, or removing official highway signs in Ashe and Watauga Counties.

B. C. Jacobs, Department of Transportation (DOT) district engineer in Boone, said, "Many signs were uprooted, others were pulled down and some were cut apart with a chain saw."

All the highway signs were promptly replaced by DOT maintenance personnel, but the vandals had not finished their dangerous prank. During the weekend of November 7, highway signs along the same route were again damaged and destroyed. DOT maintenance crews again spent many hours replacing the signs.

G. Perry Green, Sr., a member of the N. C. Board of Transportation from Boone, commented, "We are very fortunate that no serious accidents resulted from the irresponsible actions of those 'pranksters'."

Jacobs added, "This northwestern corner of the state seems to have more than its share of trouble with highway signs being vandalized. Last Halloween more than 300 highway signs in Avery, Ashe, and Watauga Counties were destroyed at an approximate cost of \$2,500 spent in man-hours and materials."

This year an estimated 150 signs were destroyed.

If you have information that might lead to the arrest and conviction of the person(s) who vandalized highway signs along NC 88 in Ashe-Watauga Counties and SR 1511 and SR 1514 in Watauga County, notify your local law enforcement agency or the State Highway Patrol. If arrest and conviction results, the authorities will contact the Department of Transportation so that the reward can be issued.

New Equipment

Skid Tester Joins DOT Team

The North Carolina Division of Highways has a program for checking the skid resistance of its primary highways. The program includes conducting a county by county survey of the skid resistance of N. C. primary highways and periodically rechecking the critical sections.

The skid resistance measurements are made by a specially built truck and trailer operated by an engineering technician. The measurement unit, known as a skid number (SN), is a measure of the coefficient of friction between a standard testing tire (built specially for this purpose to American Society of Tests and Materials specifications) and the wet pavement. It is accomplished by measuring the torque force on the trailer axle caused by dragging the locked trailer wheel at a constant speed.

The testing sequence is performed automatically and lasts approximately five seconds. The operator first identifies the place to be tested and, while traveling at a constant speed (usually 40 mph), presses a button to start the test. The test sequence includes: (1) placing a specified thickness (about 0.2") of water on the pavement in front of the trailer wheel, (2) locking the trailer wheel, and (3) electrically measuring the trailer

axle torque. At 40 mph the skidding tests extends for about 150 feet. A miniature computer automatically computes the skid number.

Other electronic equipment in the truck: (1) measures road distance to within a thousandth of a mile to assist in locating the tested place, (2) notifies the operator that he is maintaining speed within 1 mph of the desired testing speed, (3) averages seven tests to insure accuracy, and (4) prints the result with information identifying the tested location and testing speed.

The present skid tester is the second generation of this testing equipment built by the North Carolina Division of Highways and is an improvement over earlier equipment.

The first unit was tested against similar equipment from 12 other states and the Federal Highway Administration (FHWA) and consistently achieved results close to the average of these units.

Local test results of this new unit are almost identical to those of the earlier unit, and the new unit is scheduled for correlation at the FHWA Skid Tester Correlation Center at Columbus, Ohio, in May, 1976.



Skid Tester Leaves Equipment Depot in Raleigh

Motor Vehicle Laws You Should Know About

The most significant motor vehicle legislation passed by the 1975 General Assembly increases the cost of registering your car and renewing your driver's license, allows you again to turn right at a red light, and clamps down on motorists who receive prayer for judgments continued, or PJC's.

Increases in a host of motor vehicle fees came as a result of the recommendations of a study commission promoting governmental efficiency and input from officials of the Division of Motor Vehicles. The General Assembly increased the fees in order for DMV to recover their costs of providing basic services to the motoring public.

The following fees were increased:

Driver's license \$3.25 to \$4.00
Chauffeur's license \$4.75 to \$5.00
Learner's permits for persons over 16,
valid for 18 months, \$2.00 renewals cost
\$3.25

The following miscellaneous registration, license, and title fees were increased to \$2.00:

Applications for title certificates or duplicates
Applications by a reposessor for certificate of title

TRANSFERS OF REGISTRATION

Applications for recording supplementary liens

Removing liens from title certificates

Driver's education permits are free and are good for six months.

If your driver's license is revoked, you'll have to pay \$15.00 to have it restored — that's a \$5.00 increase from the previous \$10.00 fee. The same fee will apply if you've had your motor vehicle registration revoked for failure to maintain your liability insurance. You'll also have to pay the cost of new registration plates if you let your liability insurance coverage lapse.

If your license plate is lost, stolen, or destroyed, it will cost \$5.00 to get another instead of the previous fee of \$1.00.

Getting your car registered in 1976 will now cost \$15.00 instead of \$14.00 because the legislature raised the driver's education fee which is part of the registration fee from \$1.00 to \$2.00.

Lawyers and citizens who wish to obtain a certified copy of an accident report must now pay \$2.50.

And finally, effective January 1, 1976, having your motor vehicle inspected annually will cost you an extra dime . . . the fee went up from \$3.00 to \$3.10.

Meanwhile, a major loophole in the motor vehicle laws was closed to a certain extent by the 1975 General Assembly. That loophole was the prayer for judgment continued, or PJC, provision allowing a judge who found a defendant guilty of a motor vehicle offense to delay judgment by issuing a PJC. The action delayed indefinitely the guilty verdict from being recorded on the motorist's driving record.

To correct the problem, the lawmakers enacted into law a bill which specifies that the third and subsequent PJC's accumulated within any five-year period by a motorist after January 1, 1976, will appear on his driving record as a conviction. The appropriate number of points will also be assessed against his driving record. The practice of issuing PJC's had provoked considerable controversy in the General Assembly in recent years.

Chauffeurs with good driving records and in good health can now renew their license without taking a written or road test, although they must still pass an eye test. Persons with good driving records renewing their operator's license can already skip the written and road test as a result of a 1974 law passed by the General Assembly.

The 1975 General Assembly also passed a law which will hopefully enable DMV to send driver's license renewal cards and other correspondence to a person's correct address. The new law requires all persons holding a North Carolina license to notify DMV of any address change within 60 days. In order for your address change to appear on your driver's license, you can go to the nearest examining station and obtain a duplicate driver's license for \$1.00.

If you're convicted of an assault with a motor vehicle you can now have your driver's license revoked. The only problem is that there is no specific crime of assault with a motor vehicle now in present law. Therefore, the court will have to determine if the facts of an assault case do indeed prove that there was an assault committed with a motor vehicle. DMV would then revoke the person's license upon receipt of a court conviction specifying that the person committed an assault with a motor vehicle.

Also, effective October 1, 1975, if you fail to appear in court for a traffic offense with which you're charged and you don't appear for the next three months you're automatically convicted of that offense.

Bicycles with helper motors, more popularly known as "mo-peds", were exempted from

CONTINUED ON PAGE 23

Newsmakers

CHIEF OF OPERATIONS — Dennis W. Patrick of Aulander is the new Chief of Operations for the Division of Highways. Patrick was selected for the post, vacated by John H. Davis, by Secretary Alexander. Patrick has been with the N. C. Highway Department since 1946.

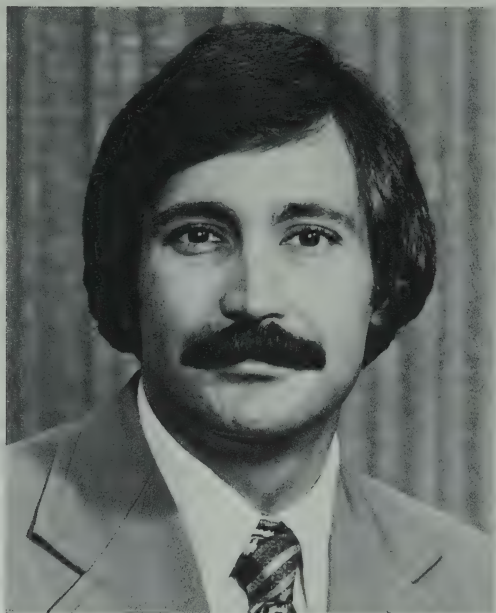
FIRST DOT CONTRIBUTOR — J. F. Alexander, Secretary of Transportation, signs his check, making the Department's first contribution to the United Way Fund. Robin Graves (left), a Department of Motor Vehicles employee, and Roddey Eaves (right), Manager of Field Services, Division of Highways, and head of the United Way Fund Drive for DOT, look on approvingly. The drive ran from September 15 to October 3, and DOT employees in Raleigh contributed a total of \$8,129.31.



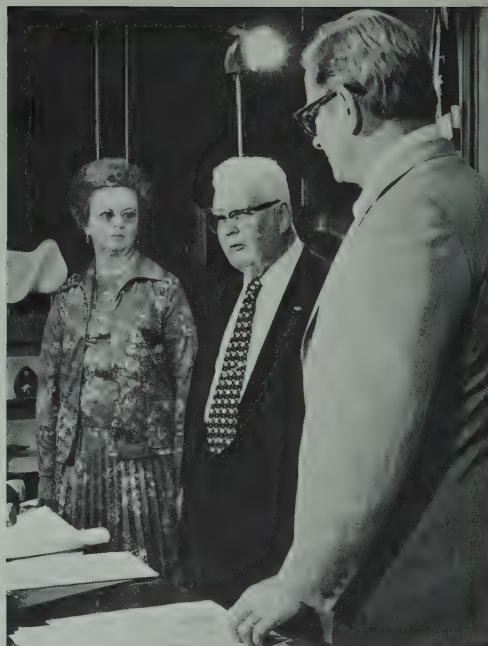
D. W. PATRICK



Newsmakers



DIRECTOR OF PERSONNEL — William H. "Dave" Davis has been appointed Director of Personnel for Department of Transportation. Davis comes to Department of Transportation from Department of Administration where he was Director of Administrative Analysis.



HIGHWAY ADVOCATE HONORED — Secretary of Transportation J. F. Alexander introduces Robert Burton Nelson (center) and his wife, Maedel, to Raleigh area newsmen during a news conference November 7. Nelson was honored with a resolution naming U.S. 13 through North Carolina the ROBERT BURTON NELSON HIGHWAY. He received the honor for his life long efforts in promoting better highways in eastern North Carolina and improvements to U. S. 13 in particular.



MARINE SCIENCE COUNCIL — Judge E. W. Vaughan (far left) administers the oath of office to seven members of the North Carolina Marine Science Council. Council members (left to right) are: Edward G. McCoy, Director, Division of Marine Fisheries; Tom Bennett, Council Chairman; Bob Campbell, Department of Transportation; State Senator Benjamin D. Schwartz of Wilmington; Dr. L. J. Langfelder, N.C. State University; James Paul Lewis of Davis; and Dr. Theodore R. Rice of Beaufort.

Motor Vehicle Laws You Should Know About . . . (continued from page 20)

motorcycle equipment and operation requirements. Mo-ped operators at least 16 years old were also exempted from having to possess a driver's license. However, these new regulations only apply to mo-peds which are propelled at speeds less than 20 miles-per-hour — if they go faster they are considered motorcycles and come under all the legal requirements of those vehicles.

Meanwhile, motorcycles gained new rights of operation on the highways. New legislation passed by the General Assembly allows motorcycles to use a full lane of traffic and prohibits motorists from depriving a motorcyclist from using a full lane of traffic. However, motorcycles will still be prohibited from operating more than two abreast in a single lane on a highway.

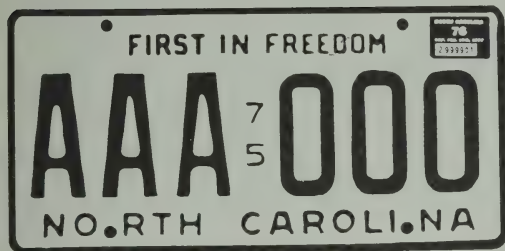
Slowpokes who slow down traffic while in the left lane of a four-lane highway where speed limits

are posted will now be guilty of a traffic misdemeanor.

The law does not apply to motorists slowing down to make a left hand turn or who are already traveling at the maximum posted speed limit while in the left lane. The bill is primarily designed to keep the left lane open for passing and keep slow traffic in the right lane.

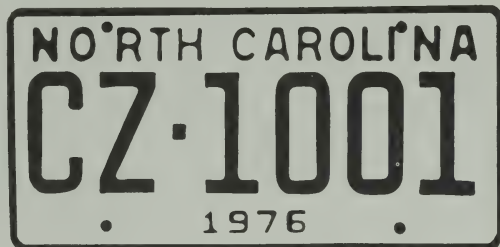
And, in closing, current state law prohibits the transport of opened bottles of alcoholic beverages in the passenger area of a motor vehicle and the 1975 General Assembly redefined the term "passenger area." The new definition says that a "passenger area" is the area within the reach of passengers or the driver, including the glove compartment. Station wagon owners should note that the area to the rear of the last back seat is not considered part of the passenger area.

NEW 1976 LICENSE PLATES



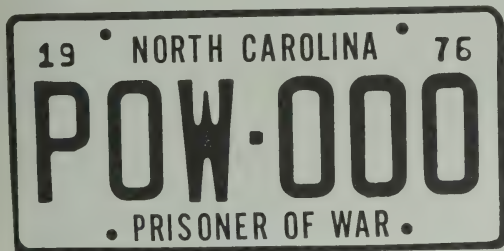
SEMI-PERMANENT PLATE

Validated by sticker - applicable to private automobiles only.



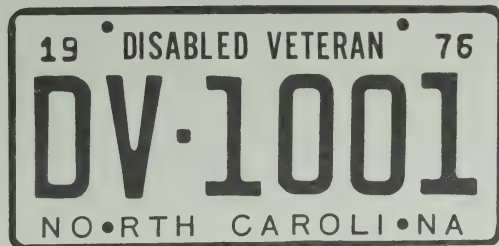
ANNUAL PLATE

Issued for trucks, busses and special vehicle classifications.



FREE PRISONER OF WAR PLATE

Only POW's who were residents of North Carolina at time of capture eligible. Available at Raleigh Office Only.



FREE DISABLED VETERANS PLATE

Only 100% service connected Disabled Veterans eligible. Available at Raleigh Office Only.

GLIMPSES . . .

CONTINUED FROM PAGE 3

Division Fourteen

The Sylva Construction Office welcomes new employees, Denzil Haynes and Danny Hoyle. Summer employees this year were Ronnie Turpin, Mark Cagle, Harry McCracken, Weston Burgess, John Robert Dillard, and Bruce Rothrock. A welcome is also extended to employees transferring from other offices to the Sylva Construction Office; namely, Norman Putnam, Bill Bryson, Lewis Sanford, Doug Edwards, and Darrell Woodard.

The 41 employees of the Sylva Construction Office would like to extend a belated but "Warm Welcome" to Joe Buckner, Resident Engineer, who transferred from Division 13 in February 1974. Joe's employees appreciate the special interest he takes in each of them.

Congratulations are in order for the Buddy Buchanans upon the arrival of Sharon Crista who was born April 14. Also to the Harold Gribbles who are the proud parents of a son, Brian David, who arrived June 7. Buddy and Harold are both employed in the Sylva Construction Office.

Division 14 would like to extend a special "Thank you" to Rod Eaves and Otis Chilton who have been so helpful in assisting in personnel matters since we have been without a personnel officer. Also to other personnel officers traveling to Division 14, including Dan Lowman, Division 13; Pete Peterman, Division 10, Jarvis Stephens, Division 7, Larry Billings, Division 9, Gregg Allen, Division 8, and Mack Greer, Division 12.

A distinguished visitor to the Division Office on May 7 was Mr. J. Howard Coble, Director of Revenue.

Congratulations and best wishes to Nancy Hensley, Personnel Assistant, and P. A. Ledford, who were married May 3.

Wedding bells also rang for Darrell Woodard, Engineering

Aide, and Regina Frady on June 20.

The Bryson City Construction Office welcomes back Earl H. Smiley who was out on sick leave for six months.

Congratulations are in order for A. W. (Bill) Childers and Janet M. Dean who were married July 25. Bill works with the Bryson City Construction Office.

June was an event-filled month for Linda Long, Clerk-Steno IV, who took two weeks vacation to enjoy a visit from her brother, Leonard, whom she had not seen for six years and also to assist in preparations for her parents 50th wedding anniversary. Leonard and sons, Christopher, 9, and Nicky, 4, arrived from Verwood, England, for a three weeks visit in the U. S. around the end of May. Needless to say, it was quite an event for all. It was Nicky's first visit to the United States and Linda and family's meeting with the lad. The visit made the Golden Wedding Anniversary even more memorable as all six children were home.

Summer was vacation time for Division 14 Equipment Department employees. R. T. Collins and family traveled to Myrtle Beach and R. T. can't figure out how he only got 6 days of golf out of 7 days at the beach. Clydie Buchanan and husband, Johnny, also spent a week at Myrtle Beach and enjoyed the huge ears of buttered corn you can buy along the beach. G. C. Collins and family toured Hilton Head Island on their motorcycles. E. J. Pullium and family traveled west to California for three weeks and enjoyed the sights between here and there.

Division Office employees welcome Judy Cooke, Clerk-Typist III in the Road Oil Department. Judy replaces Beth Andrews, who resigned to accept employment closer to home.

Hendersonville Construction Office welcomes Mary Lou Allison as Clerk-Typist III.

We welcome Susan Edwards, Clerk-Typist II, Temp. to the Division Office. Susan will be assisting throughout the Division Office.

Division 14 temporary employees who were recently moved to permanent positions include: Charlie Carroll, John Hardy Cody, Joe Warren Bowers, Jerry W. Parker, Earl C. Reed, Ronald Wilson, Thomas Farmer, Edwin Ponder, Everett B. Mathis, Roy E. Crawford, Leon G. Hall, and Alvin J. Gladson.

Welcome to Billy E. Mills as Maintenance Crewleader IV, Cherokee County.

Division Eleven

The Right of Way Department welcomes the following new employees: Ralph Hayes, Kenneth Richardson, and Tom Broach, all Right of Way Agent Trainees.

We enjoyed having Miss Sylvia Tidline with us for the summer. Sylvia was working under the PACE program, and will attend UNC-G this fall.

Congratulations to A. D. Allison, II, upon his promotion to Assistant Division Right of Way Agent.

The Right of Way Department had a "going away" party at W. Kerr Scott Reservoir on June 28, in honor of Nilo Lowman. Nilo has transferred to the Appraisal Section in Asheville. We miss Nilo and wish him the very best in his new endeavors.

Congratulations to H. E. Koontz, Assistant Division Engineer, Maintenance, upon receiving his 40-Year Service Award.

We were happy to have Pam Jordan work in the Division Office this summer. Pam is a rising senior at Appalachian State University and was employed under the PACE program for the summer.

Division Seven

Kathy Kurfirst, Temporary Clerk III in the Division Office, was entertained by the secretaries of the Division Office at a bridal luncheon and shower May 19. Kathy was married June 1 to Richard

Olsson of Minneapolis, Minnesota. Mr. Olsson works in the Servicemaster for Western Electric and Kathy will return to UNC-G this fall.

Congratulations to Mr. and Mrs. Garth D. Green upon the birth of a son, Garth Dalmin, Jr., on June 15. Liz Green is a Clerk-Typist in the Reidsville Resident Engineer's Office.

Congratulations to Mr. and Mrs. Larry W. Roop upon the birth of their son, Glenn William Roop, July 19. Mr. Roop is a GUW with Landscape.

Terry J. McVay, Clerk III at Sandy Ridge Maintenance, and Hal W. Shelton, Road Oil M. O. V are on extended illness. We surely hope these two employees will soon return to their duties.

Division Eight

Division Engineer Henry Jordan has recuperated from his heart attack, and all of us welcome him back in the office.

Mr. W. E. Dillon, Division Right of Way Agent, attended and successfully completed Course 101, Principles of Right of Way Acquisition, from May 20 to May 31, at the Center for Continuing Education, Appalachian State University, Boone.

Theodore Alexander White, Jr. of the Moore County Maintenance Department, was married to Julie Willard on June 9. We wish them much happiness.

Congratulations to the Jim Lavinders upon the birth of a boy, James Carroll, Jr., on June 14. Jim is District Engineer in Asheboro.

Congratulations to Sarah Edwards, Right of Way Secretary, on the birth of a grandson, Brian Edward Dowless; and to Fred Beck, Resident Engineer, on the birth of a granddaughter, Tonya Beck.

Sympathy is extended to the family of Roy Wright, District III Maintenance, who died on July 10; also to the family of Lemuel Parrett Byrd who died on June 22. Mr. Byrd was retired from District III Maintenance.

Welcome to Sandra P. Wicker, secretary in the Sanford Con-

struction Office. Janet Dossenback, former secretary in the Sanford Office, has a baby boy and is now living in Laurinburg.

Joe Blair transferred to the Reidsville Construction Office.

Welcome to Bob Nelson, Assistant District Engineer, in the Asheboro District Office.

Division Twelve

Thirty-five-Year Service Awards were presented to Everette F. Blanton and Frank L. Kiser of District I Maintenance and Leroy Boggs of Bridge Maintenance at the Association Meeting held in Statesville on July 16th.

Congratulations to Mr. and Mrs. Vincent Roberts on the birth of a daughter, Vivian Sue, on July 16. "Poppa" Vincent is employed in the Traffic Service Department.

Division Office secretaries vacationing with their families were Betty Johnson with a beach trip, Jeannette Gibson on extended Florida trip, and Jean Cline to Lexington, Kentucky.

Congratulations to Engineering Tech. III, James Ray Head, and his wife on the birth of their first, a son, Jason Michael, on May 12.

A. Dewitt Lowery is sporting a nice new boat. His family enjoys fishing and riding on the nearby lakes. Mr. Lowery is an Inspector III.

Happy Birthday to Joseph Robert Dalton, son of Herman Dalton, Engineering Tech III, and wife, Judy. Joseph was 1 year old September 16.

Congratulations to Mr. and Mrs. Steve Duncan on the birth of a daughter, Stephanie Dawn, born July 8. Steve is an Engineering Aide with the Hickory Construction Office.

Summer employees in the Hickory Office were K. S. Caldwell, T. V. Clark, and P. B. Wright.

We say goodbye to R. L. Helton, who has resigned to enter Seminary in Columbia, S. C., and H. V. Liles, Jr., Highway Engineer in Training, who has been transferred to Division 9 - Maintenance Department.

Equipment Depot

We've been busy here in Division 15! We FABRICATE - yes - and do it well, I might say, but another CAPABILITY has been in view since early Spring. Out near a fence is a barrel filled with nice, rich soil — just right for growing tomatoes. By some means, a tomato plant was set in this soil, and pretty soon these little green balls appeared and grew and grew and grew. Well, to make a long story short, when the first green ball turned red, five sandwiches were made from it and five hungry, hard-working employees were fed — thus enabling them to do a better afternoon's job. Wasn't that a WHOPPER!!

We have welcomed into our Division 15 family these new employees: Ruth Walker, Superintendent's Office, Marvin McLendon, Property Guard, Leroy Goodwin, Machine Shop and he's the tomato grower, Zeb Narron, Engine Room, and Lee Caulder, Yard Gang.

We said goodbye to two retirees: Martin Luther Tyson and Buck Harvin Ellis. They tell us they're enjoying retirement, and we are glad for that.

We also said goodbye to Kay Capps who resigned on July 11. Kay worked in the Superintendent's Office and had won the hearts of all our people. We hated to see her go, but sent her on her way with a Coffee-Break Party and a gift on her last day.

Division Two

Congratulations to Mr. and Mrs. Bruce Jackson on the birth of a girl, Kristen Jill, on July 23.

On May 3 and 4, the Fourteenth Annual Right of Way Golf Tournament was held at Star Hill Golf and Country Club at Cape Carteret, with Nelson Bowden of the Greenville Relocation Branch as host and Patsy Corey of the Greenville Right of Way Branch as hostess. Approximately 170 persons attended the tournament from across the state, including

64 golfers and their families and guests. Most of those attending stayed at the Islander Motel at Emerald Isle, where the tournament banquet was held on Saturday night.

Traffic Records Section

Deepest sympathy is extended to Robert Stroud in the death of his brother and to Lois Honeycutt in the death of her sister.

Tania Thompson was a temporary summer employee in the Traffic Data Branch.

Janet Dunham and Esfandiar Lohraspour, interns, worked in the Traffic Records Section this summer. Their work and suggestions benefited our section greatly.

Patsy Ingram, an employee for eight years, is on leave of absence due to illness. We all wish her a speedy recovery.

Christy Ward, from Traffic Data Branch, is on maternity leave.

We welcome back Lou Helen Morris from a leave of absence and are delighted she is feeling so much better.

Division Nine

We wish Joe Lowry, Division Office Manager, a speedy recovery and quick return to work from his recent illness.

The Unit 9 annual meeting of the N. C. State Government Employees' Association was held on July 22, 1975, at the Brown Bottle Room at Schlitz Brewery in Winston-Salem. Mr. Doug Waters, Assistant Division Engineer and Unit Chairman, conducted the business meeting. New officers for the Unit for the 1975-76 year are as follows: Caroline Honeycutt, Unit Chairman, Larry Cabe, Unit Vice-Chairman, and Alice Greene, Secretary and Treasurer.

Welcome to Peter C. R. Shelley, Highway Engineer-in-Training. Pete is a VMI graduate, and is

from Malvern, Pennsylvania. He is beginning his training in the Salisbury Construction Unit.

Welcome to K. A. Suits, Engineering Aide, P. R. Crotts, T. L. Canup, and P. W. Murgas, Engineering Assistants, assigned to Salisbury Construction Unit.

Mr. W. S. Russell, Sr. retired July 1, 1975, from the Winston-Salem Construction Unit having served 21 years with the Division of Highways. Mr. Russell was surprised with a retirement party given by employees of the Construction Unit at the home of Mr. and Mrs. D. C. Beard. It was a patio party consisting of good charcoal food prepared by Chef M. S. Tuttle.

Best wishes for a long and happy retirement are extended to John H. Bollinger, Jr., Machine Operator II in the Rowan County Maintenance Department.

Congratulations to Elizabeth A. Hogsed, Clerk III in the Davidson County Maintenance Office, who became Mrs. Jefferson R. Myers on May 3. Mr. Myers is employed in the Cost Accounting Department of Dixie Furniture Company in Lexington.

Congratulations to F. W. Rouse and wife upon the birth of a girl, Vicki Elizabeth, on February 16. Mr. Rouse is a Machine Operator II in the Davidson County Maintenance Department.

Welcome to Mrs. Susan Janet Jefferson, Clerk-Typist III in the Winston-Salem District Office, who replaces Fay Tuttle who recently became Secretary to Otis Chilton, Assistant Director of Field Services.

Welcome to L. W. Moore who was transferred from a temporary to permanent status as General Utility Worker with the Forsyth County Maintenance Department.

We wish W. G. Morris, Maintenance Crew Leader II, Forsyth County Maintenance Office, a long and happy retirement. Mr. Morris retired May 1, 1975.

Jack Knight, Machine Operator III in the Stokes County Maintenance Department, became a grandfather on July 22 due to the birth of a granddaughter, Melissa Gail Land.

Welcome to new employees, Miss Candace Nifong and Mr. Buren Craven. Miss Nifong is a recent graduate of Davidson Community College where she received an Associate in Applied Science Degree.

Mr. Don Baise, Area Relocation Agent, and his family attended the National Seminar of the American Right of Way Association in New York City during the week of June 23-29.

We wish a speedy recovery and quick return to work to Max Shepherd, Road Oil Supervisor.

We extend sympathy to the family of Robert Glenn Wall, Traffic Control Technical I, who passed away July 6.

Welcome to new permanent employees, H. B. Ridenhour, Sign Erector, and Keith J. Glenn, who was promoted to permanent General Utility Worker.

Welcome to Temporary General Utility Men, Joe Lowry, Jr., Keith White, Wesley Brooks, and Danny Robinson with the Sign Shop.

Division Four

A most hearty welcome is extended to the following new employees: Jimmy C. Barbour, Ricky D. Medlin, and Gary R. Johnson.

We would also like to welcome Tommy A. Cahoon, who came to work as our new Assistant Resident Engineer.

Welcome to D. F. Price, H. S. McDonald, M. L. Davis, and H. E. Strickland — old hands at the job but new faces to our office.

Summer employees in our office were Randall K. Jernigan, Dale D. Coker, Jim H. Holland, and Sandra G. Johnson.

The employees from the Smithfield Construction Office attended a dinner on June 12 at Forest's Steak Barn to honor the following employees that were transferred: Wade Bouhgan, Steve Barnes, and Perry Cameron. The presence of these men will be greatly missed from our office.

Lydia W. Thompson, daughter of Paul Thompson, attended the

Governor's School in Winston-Salem this summer. Lydia is a Junior at South Johnston High School.

New employees in the Johnston Maintenance include: T. B. Hall, J. M. Radford, R. B. Hartley, and Margaret K. Mitchell. A most hearty welcome is extended to them.

John W. Kennedy recently enjoyed a trip to Carowinds and the Carolina coast. Durwood G. Jones and family enjoyed a trip to the mountains and Carowinds.

A new Resident Engineer's Office has been established in Nashville. We extend a welcome to all new employees of this office. The Resident Engineer is H. L. Davis, Assistant Residents are H. S. Matthews, M. W. Nottingham; and Secretary is Miss Paula Sue Bass.

Congratulations to the following who recently passed the Engineering Aide Exam: D. B. Manning, Shirley S. Bell (first woman density inspector), and C. C. Hough.

Welcome to Danny L. Sherrod who transferred from Bridge Design to Construction. Also welcome to B. N. Horton, Jr., who transferred from Winston-Salem; R. B. Hodge, from Charlotte; N. B. Phillips, B. S. Bailey, R. R. Perry, C. M. Sledge, R. E. Capehart, J. A. Stancil, T. S. Lafferty, and Raymon Caudle, new employees.

Welcome to Chris Whitley, Clerk-Typist II, in Bridge Maintenance.

Winners of the Super Ball Golf Tournament recently held at Wilson Wedgewood CC were Bill Wilson, Captain, Bobby Raper, Donald Woodard, Royce Matthews, and Carl Fulghum. This team came in 6 under par. There were 49 employees participating.

Division Four office was very fortunate to have two PACE students this summer, Miss Betty Whitehead and Miss Gretchen Barnes.

A new office has been established at 120 Old Mill Road, Rocky Mount. The Resident Engineer is Jim Grady from Elizabeth City; Assistant Residents are Danny Hayes from Goldsboro and

Mearle Meekins from Williams-ton.

The following passed the Engineering Aide Test: Gene Coker, Jimmy Long, Jr., and Harry White.

Welcome back to work from illness to P. E. Cameron.

Get well wishes are extended to C. D. Thompson who is in the hospital for surgery.

Jim Fulmer married May 2 to Diane Price of Morganton. Best of luck!

New employees in the Rocky Mount Construction Office are Susan Walton, Clerk Typist III; Jim Fulmer, Highway Inspector II; Larry Vick, Frankie Lamm, Larry Hedgepeth, and Preston Howell, Engineering Aides.

Driver License

Sincere sympathy is extended to Driver License Examiner Thomas L. Lentz, Jr., on the loss of his mother.

We wish the best of luck to the following employees who resigned recently: Norwood Lynn Dorman, former Driver License Examiner II, stationed in Carrboro; and Philip Clarence Williams, former Driver License Examiner I, stationed in Wilmington.

Congratulations to Rudene Stancil and her husband who moved into a new home recently.

Thomas Randall Byrd, husband of Rose Byrd, a typist in the Word Processing Center, recently underwent very serious surgery. We continue to be in prayer for this young couple.

On Saturday afternoon, July 19, Ol'Sol came out and stayed for the Driver Improvement Unit's picnic. Members gathered at Pullen Park for a grand time of eating and socializing. They feasted on covered dishes prepared by co-workers. Delicious meals and vegetables satisfied even the most particular gourmets, and scrumptious desserts threw well-intended diets right out the window. After eating, they participated in such rambunctious games as sack racing and the hilarious game of tossing balloons filled with water. The chil-

dren got a chance to add pennies to their banks by finding them in the sand. Besides finding the most and getting the prize, they all got to keep what they found. Of course, the old-time favorite, Horse Shoes, was played until the last ones reluctantly left for home. A lot of fun was had, and they're all looking forward to the next one.

The Word Processing Center staff and their superiors enjoyed a cookout at Pullen Park on July 11, 1975, commemorating their fourth year of operation with the Driver License Section. The event was most pleasant in spite of the rainy weather.

Bridge Maintenance Unit

After long years of trying, Bridge Maintenance has finally moved home. The Bridge Maintenance Unit would like to extend their thanks and appreciation to everyone who helped make their moving possible.

Also, many thanks to the Bridge Maintenance workers for doing a marvelous job in fixing our Department into a nice, comfortable place to work.

Our new location is located across from the State's Fairground.

Bridge Maintenance Unit had their first Pig-Picking August 16 at Breezy Point (Swansboro).

Roadway Design

We welcome new employees: Denise Flowers, Gail Grimes, Alma Woodard, Jerry Rogers, Bobby A. Duke, Winford L. Stephens, John L. Hinton, and Charles M. Thomas.

George Wells and Howard Critcher attended the Transportation Research Board Committee meeting on "Roadside Environment", July 23-25 in Minneapolis, Minn.

Attending the AASHTO Subcommittee on Design in Mobile, Alabama, in June were George E. Wells, W. A. Wilson, Jr., Ramey

Kemp, and Wayne Barnette.

Howard Critcher attended the "Workshop on Low-Volume Road" sponsored by the Transportation Research Board in Boise, Idaho.

Alice Murphy moved to the Highway Design Branch as secretary to George Wells. She was replaced by Margie Joyner, and Alma Woodard is now working in the Proposal and Contract Section.

Fred Bey, Assistant Plans Checking Engineer, retired June 1, 1975, after 8½ years service. He previously served with the Alabama Highway Department for over 25 years. Best wishes for a happy retirement.

Congratulations to the new parents: Mr. and Mrs. Dan Havener, a boy, Jeffrey Daniel, born May 27; Mr. and Mrs. Harold Murphy, a baby girl, Melissa Anne, born May 15; and Mr. and Mrs. Robert Wall, a boy, Michael Reid, born May 27.

Division Three

The Clinton Construction Office welcomes back Frank Wilkerson, Roy Sears, and Elliott Tew who have been working seven months in the Wilmington Construction Office. Also, welcome to Kenneth Murray, who is back to work after an extended illness and surgery.

Hugh Carr and Jim Yount, engineering assistants, worked in the Clinton Construction Office during the summer months.

John Naylor, Assistant Resident Engineer and Scoutmaster of Scout Troop 80 in Clinton, spent the week of June 29 through July 5 with his troop at the Tuscarora Scout Reservation near Bentonville.

Joyce Lucas, Clerk-Steno III, and family vacationed at Atlanta, Georgia. They visited Six Flags, Stone Mountain, Cyclorama, Atlanta Zoo, and attended two baseball games between the Atlanta Braves and Cincinnati Reds. The Lucases are Red fans and the

highlight was getting Johnnie Bench's autograph.

Congratulations to Gene and Evelyn Frizzelle, proud parents of Brian Thurston, born July 11. Gene is a Right of Way Agent in Wilmington.

Carl Parker, Right of Way Agent, has been transferred to Division 5 as Division Right of Way Agent. We will all miss Carl, but are joyful and happy for his promotion.

Bobby Powell, Assistant Division Engineer, and family enjoyed a vacation in Florida, visiting Disney World, Cypress Garden, Sea World, and Jacksonville Beach.

Jennie Robertson flew west for an 8-day tour of the Denver Area and then a 14-day tour to Calgary, Alberta, touring Banff, Lake Louise, and then to Washington, Oregon, and San Francisco.

Mrs. Irene Hewett, Clerk-Steno IV, and family enjoyed a vacation to Florida. They visited Disney World, St. Augustine, and friends in Jacksonville while there.

Division Five

Sincere sympathy is extended to the family of W. T. Southall of Bunn Maintenance who expired July 28.

Macon Morris of Bunn retired June 1, 1975, and we wish him much happiness.

Bradley Hopkins, Stockroom Clerk in the Equipment Department, was married to Gwendolyn Spence, August 2, 1975.

Nellie Barnes, who was secretary in the Division Office, has transferred to UNC at Chapel Hill.

Joyce Garrett was transferred from the Road Oil Department to the Division Office as secretary to the Assistant Division Engineer-Construction.

Danna Richmond replaced Joyce Garrett as Clerk-Stenographer in the Road Oil Department.

Construction retirees: H. W. Clark, retired June 30, 1975; T. O. Joyner, retired June 30, 1975; and J. R. Dickerson, retired July 31, 1975.

Supply and Service

Temporary employees for the summer in the Print Shop were Steve Lentz and Mark Adams.

Congratulations to Wyatt Jones on the birth of a granddaughter. Wyatt is employed in the Print Shop.

Pearl Wall vacationed in Florida where she visited Disney World and Virginia Howell vacationed in Texas. They are both employed in the Vira-Type Room.

Division One

The employees of the Hertford Equipment Shop enjoyed a cook-out which was held at the Shop. Retirees and their families were also invited to attend.

The Hertford Equipment Shop is happy to welcome back to work Mr. Q. T. Stallings.

Mr. W. D. Doxey is now working out of the Hertford Shop as Service Manager for District One.

Donald Newton, son of Mr. and Mrs. Robert E. Newton, joined the U. S. Navy after graduation from high school. He is training at Great Lakes, Illinois.

Mr. and Mrs. C. L. Brewer attended the Grand Chapter of the Eastern Star held in Raleigh during June. In July they also enjoyed a trip to Kentucky.

We wish to congratulate Mr. D. W. Patrick upon his promotion to Chief of Operations. We wish him much success in this new position.

Congratulations are extended to G. A. Taylor, Jr., Assistant Division Engineer-Construction, who is now acting Division Engineer of Division One.

Condolences are extended to E. A. Leggett, retired Maintenance Foreman IV, whose wife passed away recently; Mrs. Julius Hayes whose husband passed away recently; and to James Grayson Harrell whose father passed away recently.

Welcome back to J. C. Minton, Maintenance Mechanic I, who has returned to work after undergoing surgery at Pitt Memorial Hospital in Greenville.

Elaine Gwen Allen, daughter of Mr. and Mrs. Wayne Allen, was born on March 21. Gwen's father is a Machine Operator III in Division I - District II.

Dr. and Mrs. Robert C. Vanderbilt, Jr. and children of Orange Park, Florida, visited his mother, Mrs. Nedra M. Holloman, for a week. Mrs. Holloman is Clerk - Stenographer III in Division I, District II.

Mr. and Mrs. Bill Piland vacationed at Nags Head. Mrs. Piland is General Utility Worker in Division I, District II.

Mr. and Mrs. D. E. Hoggard vacationed in Florida. Mr. Hoggard is Maintenance Crew Leader IV in Division I, District II.

Mr. and Mrs. G. H. Jolliff vacationed at Ocracoke with their family. Mr. Jolliff is Maintenance Supervisor in Division I, District II.

Registration

The summer intern in the Registration Section was Don Symons. His 12-week project was to review and evaluate the Registration Section's forms and make suggestions for their improvement. Don, from Smithfield, North Carolina, is a graduate in English from the University of North Carolina at Chapel Hill. He is working on his masters degree in the Graduate School of Business Administration at the College of William and Mary.

All Registration Section supervisors and assistant supervisors have recently completed a six-day seminar on Supervisory Management which was sponsored by the DOT Training Section.

Congratulations to Debbie Chandler who was married July 12. She and her husband are making their home in Asheville.

The Filing Unit is happy to welcome Dawn Allen and Faye Wooten to the Microfilm Section. Faye is a familiar face having worked as a temporary in several offices during the renewal period. Dawn and her husband, recently married, are newcomers to Raleigh, having moved from Wilmington.

Congratulations to Anne Laura Prince on the birth of her grandson, Jeremy Wilson Knott, and to Alice Harrison on the birth of her granddaughter, Sherry Elizabeth.

Our sincerest sympathy is extended to Margaret "Polly" Wester at the loss of her father, Cleveland Driver, on June 3.

The Proofing Unit would like to extend best wishes and good luck to Juanita Bridges on her future plans in the Air Force.

Congratulations to Doris Peebles who was promoted to Clerk II in the Proofing Unit.

The Proofing Unit would like to welcome Edna Joyce Harper who joined them as a Clerk.

The Inspection Unit is pleased to welcome Peggy Massey back to work after two months leave of absence. Also, our special thanks to Annie Belle Stone for a job well done. Annie Belle is a temporary employee in our Unit who graciously agreed to work Peggy's leave.

The Cashier's Unit would like to congratulate Frances Pate on her promotion to Assistant Supervisor.

Sonja Hinton, a rising junior at East Carolina University, and Pat Madigan, a rising junior at Cary High School, were summer employees in the Cashier's Unit.

The Financial Security Unit misses Nina Caulder, who recently accepted a position with the State Highway Patrol in Rockingham.

We welcome Margaret Liles who came to work on June 23 in the Financial Security Unit.

Congratulations to Vickie Burton who was married to William Taylor June 12.

Betty Rogers proudly announced to her co-workers the arrival of a new granddaughter, Sherry Elizabeth Harrison, on July 9. The proud parents are Mr. and Mrs. K. E. Harrison.

Congratulations to Judy and Rudy Locklear on the birth of a daughter, Lori Anne, July 7.

Ethel Bland and her husband, Tom, toured the Northwest Pacific and the Canadian Rockies for the month of August.

Annie Ruth Broadwell, Linda

Parker, Joan Hunter, Joy Williams, and Sandra Clark have joined the Correspondence Unit as permanent employees.

Vernell Frazier and Ann Self have received promotions to Duplicating Equipment Operator II positions and Elaine Ryals to Duplicating Equipment Operator I.

We enjoyed having the following college students work with us this summer: Mary Kay Goodwin, Gwen Harward, Ann Lindley, Pamela Joy Smith, and Donna Lynn Wall.

Vera Greene, daughter of Mary Dunston, entered the Golden Gate University Law School in San Francisco, California.

Several of the employees in the For Hire Unit went to exciting places this summer. Cleo Kelly and Hazel Wrenn toured Nassau and Lib Underwood journeyed to California. Cleo also spent a few days in Las Vegas.

Congratulations to Commie Nipper who married Hilda Campbell on May 7 and Wayne Barefoot who married Melinda Weaver on June 29.

Nancy Davis and family vacationed in Myrtle Beach in August. On August 4 she attended Cliff's (her son) graduation from Marine Corps Basic Training in Parris Island, South Carolina.

Darlene Bass worked in the Special License Unit during the summer months. She will attend East Carolina University during the fall. Darlene is the daughter of Mrs. Utah Bass in Traffic Records.

Equipment Unit

Walter B. Lamm, Equipment Inspector, enjoyed a summer vacation visiting his sister and her family in Saint Augustine, Florida.

McDaniel Manning, Equipment Inspector, and his wife have moved into their new home in Nashville.

Jeff Starling worked with our Equipment Management Program as a Summer Intern.

Temporary summer employees in the Central Inventory Section were Lia Allen, Susan Jones, Kent

Henderson, Sandra Creech, Renee Ferrell, Paul Byrd, Nathaniel Scoot, James Triplett, and Mary Ellen Heffron.

We welcome new permanent employees in the Central Inventory Section: David Ratcliff, Ron Walters, and Leroy Mason.

Buck Wood, Assistant Superintendent of Inventories, transferred to the Purchasing Department in July. We wish him success in his new position.

Congratulations to the following Central Inventory employees who have been promoted: H. M. Wall was promoted from Central Stores Supervisor to Asst. Superintendent of Inventories; W. R. Honeycutt from Auto Parts Supervisor to Central Stores Supervisor; Guy T. Jones from Auto Parts Clerk II to Auto Parts Supervisor; and Durward A. Hamilton from Auto Parts Clerk I to Auto Parts Clerk II.

Sincere sympathy is extended to Linda Floyd in the death of her father, and to Maggie Lassiter in the death of her mother.

Photogrammetry

A long earned congratulations to John C. Sherbert for his presentation of a 20-Year Service Pin. Thank you, John.

Good luck to our representatives of the Highway Golf League. They are Dee Cuthrell, Phil Joyner, Cecil Hinnant, Guy Blanton, and Don Morton. Also, Bill Garrett and David Swinson are on our team.

Don Corwin and family enjoyed vacationing in Florida, visiting Disney World. "Mickey Mouse was great," quoted Don.

Gordon Deans and family also vacationed in Florida. Gordon enjoyed watching his family's eyes light up at the wonders of Disney World.

Chester Grey, Assistant Photogrammetric Engineer, states that the Chairman, Transportation and Engineering Survey Committee of American Society of Photogrammetry, term will expire in February, 1976.

Location and Surveys

Margaret and Dick Lewis are the proud adoptive parents of a fine son, Victor Leonard. He arrived at the Lewis home on June 3, 1975, at the age of six weeks. The proud parents and older brother, Jerry, are thoroughly enjoying this new addition. Dick is the Locating Engineer in the Fayetteville Office.

Congratulations to Eddie Dean Zimmerman of the Location Survey Party in Morganton, and to Brenda Faye Chapman of Murphy, who were married June 28. They will make their home in Hiawasse Dam.

Planning and Research

We welcome the following new employees: David Hosan, Speros Fleggas, Keith Green, John Wiggins, Sam Shah, Grace Hodgson, and Joe Godwin.

We are sorry that Mildred Buckman had to retire on disability after 25 years with the Planning Department. Best wishes to her.

Congratulations to the following newlyweds: W. M. Petit and Ann Langdon; Sam Stancil and Ola Mae Ray; and Clyde Odum and Mary Ann Welborn.

Sympathy is extended to Edith Taylor who lost her father in July.

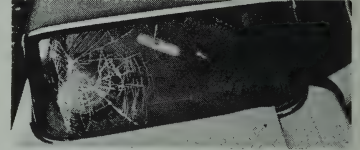
Congratulations to Larry High who is the proud father of a son, Barry Dale. Also, we congratulate Ron Elmore, who is the proud father of a girl, and to Charles Sturdivant, who is the proud father of a girl. Best wishes to all these happy parents.

Three employees of the Urban Transportation Unit of our Department have successfully passed the PE Exam and now are Registered Professional Engineers. They are Lubin Prevatt, Richard Davis, and John Wiggins. We are happy for them on their achievement.

Blanchie Bradley took a nice trip to Ocean City, Maryland, and Delaware. While there, she visited friends and relatives.

Roberta Woolard vacationed in Gatlinburg, Tennessee.

THE PARTY'S OVER.



All too often, when the party ends, the trouble begins.

People who shouldn't be doing anything more active than going to sleep are driving a car. Speeding and weaving their way to death.

Before any of your friends drive home from your party, make sure they aren't drunk.

Don't be fooled because they drank only beer or wine. Beer and wine can be just as intoxicating as mixed drinks.

And don't kid yourself because they may have had some black coffee. Black coffee can't sober them up well enough to drive.

If someone gets too drunk to drive, drive him yourself. Or call a cab. Or offer to let him sleep over.

Maybe your friend won't be feeling so good on the morning after, but you're going to feel terrific.

DRUNK DRIVER BOX 2345 ROCKVILLE, MARYLAND 20852		B-3
I want to keep my friends alive for the next party. Tell me what else I can do.		
My name is _____		
Address _____		
City _____	State _____	Zip _____

FRIENDS DON'T LET FRIENDS DRIVE DRUNK.



U.S. DEPARTMENT OF TRANSPORTATION - NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

BYWAYS SALUTES

The Following Department of Transportation Employees Who Retired During The Month Indicated

APRIL 1, 1975

Howard L. Ambrose
Creswell
33 years

Annie L. Askew
Greenville
29+ years

George D. Melton
Greenville
18+ years

Benjamin F. Grant
Blounts Creek
19+ years

Woodrow Formyduval
Shallotte
28+ years

Jim H. Norris
Currie
28 years

Johnnie O. Williamson
Clinton
33+ years

Jimmie W. O'Neal
Tarboro
35+ years

Charlie F. Dunkley
Roxboro
29+ years

Tommie D. Johnson
Garland
32+ years

Thomas G. Faircloth
Fayetteville
31+ years

Ellis A. Henderson
Roxboro
24+ years

Leo T. Phelps
Oak Ridge
27+ years

Clarence D. Smith, Jr.
Wagram
27+ years

Russell G. Spinks
Troy
35+ years

Wilburn L. Kesler
Salisbury
43+ years

Sam F. Burris
Oakboro
23+ years

Jonah W. Hill
Monroe
18+ years

Clifford P. Eudy
Mount Pleasant
32+ years

Ralph J. Goins
Dallas
30+ years

James W. Wray
Conover
34+ years

Johnie McLain
Statesville
25+ years

Cone W. Black
Kings Mountain
17+ years

Lonas M. Murdock
Bakersville
32+ years

Julian C. Harris
Harbinger
14+ years

Buck H. Ellis
Rolesville
13 years

Arthur Lee Mills
Raleigh
19+ years

MAY 1, 1975

Robert E. Midgett
Columbia
35 years

William M. Gurganus
Snow Hill
15+ years

John H. Murray
Burgaw
13+ years

Cletus F. Pridgen
Atkinson
25+ years

George R. Lancaster
Weldon
25+ years

William T. Southall
Louisburg
18+ years

James H. Blackburn
Tomahawk
19+ years

Wesley G. Morris
Pfafftown
41+ years

Van P. Eudy
Michigan City, Indiana
40+ years

Edward B. Ford
Taylorsville
33+ years

Charles A. Walker
Andrews
13 years

Frank Dotson
Brevard
13+ years

Robie Salter
Sea Level
11+ years

Mildred F. Buckman
Raleigh
21+ years

Sarah E. Wilder
Raleigh
35+ years

Richard C. Sessoms
Bladenboro
33+ years

William D. Tuten
Greenville
16 years

JUNE 1, 1975

Henry C. Davis
Tyrer
33 years

Tommie Hill
Maury
24+ years

Loyd E. Tyndall
Maury
29+ years

Willie Manning
Greenville
26+ years

Glidwell S. Hodges
Warsaw
30+ years

James R. Brown
Burgaw
28+ years

Jesse N. Little
Freeland
12+ years

George E. Kearney
Goldsboro
34+ years

Macon Z. Morris
Wake Forest
33+ years

Lenord E. Oakley
Oxford
13+ years

Edmund A. McGhee
Henderson
13+ years

Joseph M. Cheek
Yanceyville
17+ years

Grady O. Cox
Asheboro
32+ years

Walter B. Cole
Carthage
35+ years

Marvin A. Tew
Albemarle
12+ years

Thomas E. Tugman
Boone
13+ years

Renzo Guy
Sugar Grove
12+ years

Mallory C. Fowler
Elkin
22+ years

Robert J. Greene
Boone
20+ years

Roy E. Bradshaw
Connelly Springs
17+ years

Raymond H. Roberts
Leicester
21+ years

John B. Griffith
Burnsville
33+ years

BYWAYS SALUTES...

George P. Byrd
Franklin
29+ years

George R. Robinson
Waynesville
28+ years

James R. Waldroop
Franklin
28+ years

JULY 1, 1975

Willie E. Lowe
Camden
28 years

Leland B. Tucker
Kinston
38+ years

John F. Poole
Snow Hill
34+ years

James B. Crawford
Dudley
26 years

Thurman M. Moss
Nashville
30+ years

Harry W. Clark
Durham
29+ years

Thomas O. Joyner
Raleigh
38+ years

Raymond B. Atkins
Raleigh
14+ years

Ocy B. Johnson
Autryville
20 years

Wade A. Kimball
Graham
26+ years

John I. Fuller
Leasburg
20+ years

Henry C. Manley
Reidsville
13+ years

Berda T. Baker
Broadway
27+ years

Harry L. Laubscher
Sanford
30+ years

James H. Vuncannon
Asheboro
26+ years

Walter C. Stout
Asheboro
38+ years

Junus C. Elkins, Jr.
Goldston
14+ years

William S. Russell, Jr.
Pfafftown
21+ years

Fred W. Gaddy
Wadesboro
29+ years

John W. Jones
Albemarle
25+ years

Rufus Church
North Wilkesboro
18+ years

Carl D. Winebarger
Vilas
28 years

Wilson R. Huffman
Purlear
20+ years

Herby H. Thomas
Sugar Grove
13+ years

Herman A. Howington
Boiling Springs
29 years

George C. Jones
Rutherfordton
21 years

Ralph Brown
Hayesville
28+ years

Theodore R. Young
Pisgah Forest
26+ years

Richard A. Dunton, Jr.
Aydlett
10 years

Julian R. Ray
Cary
29+ years

AUGUST 1, 1975

Robert L. Chamblee
Ahoskie
30+ years

Herbert H. Moore
Williamston
13+ years

Willie G. Bradshaw
Newport
11+ years

Jesse W. Long
Freeland
32 years

Donald W. Stehley
Saratoga
28+ years

Jesse L. Jacobs
Weldon
29+ years

Joseph R. Dickerson, Sr.
Cary
11+ years

James R. Blackwell
Oxford
38+ years

James W. Ferrell
Durham
26+ years

Bernard P. Smiley
Warrenton
30 years

Clarence Smith
Stedman
16+ years

Ivie Clay
Greensboro
24+ years

William R. Wright
Ellerbe
13+ years

Fred W. Ball
Asheboro
25+ years

James H. Bollinger, Jr.
Mount Ulla
26+ years

Thomas O. Edwards
Piney Creek
12+ years

Angus J. Woodie
Jefferson
24+ years

Billy K. Barnes
Taylorsville
11+ years

James G. Barker
Gastonia
13+ years

Terrell H. Parrish
Franklin
19+ years

Harley L. Lewis
Sylva
19+ years

James R. Wright
Murphy
14+ years

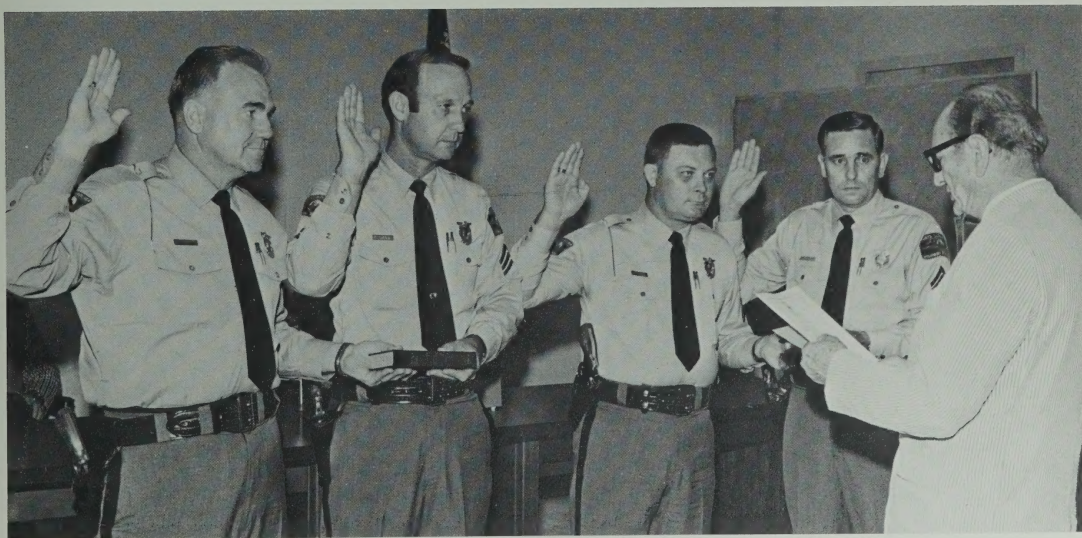
Newsmakers



SPEAKER — Secretary of Transportation J. F. Alexander addresses members of the Greenville Chamber of Commerce while Mrs. Barbara Perry, member of the Board of Transportation, looks on. Secretary Alexander's Greenville speech was part of a continuing effort to inform the public about DOT activities.

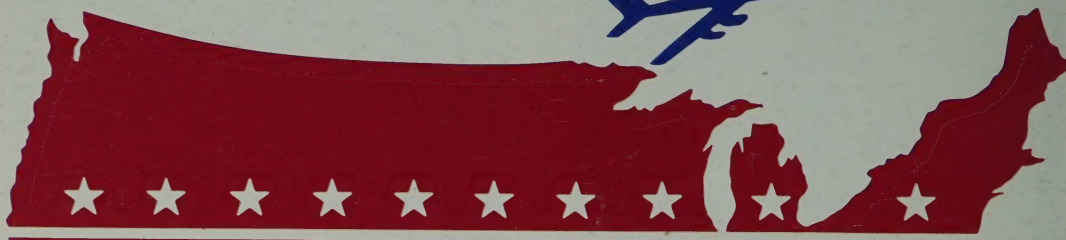


OMBUDSMAN — Leo F. Walsh, Jr., of Southern Pines has been named as DOT's Ombudsman. Walsh replaces Charles E. Parrish, who has advanced to the post of Chief Administrative Aide to Secretary of Transportation.



NEW FIRST SERGEANTS — North Carolina Secretary of State Thad Eure (far right) swears in four new North Carolina State Highway Patrol first sergeants. The newly promoted first sergeants (from left to right) are: Johnny F. Allsbrook, Billy A. Baker, James E. Powell and Lonnie G. McCollum.

TRANSPORTATION



AMERICA'S LIFELINES



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH, N. C. 27611

BULK RATE
U. S. POSTAGE
PAID
PERMIT NO. 287
RALEIGH, N. C. 27611